

DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS FOR 2014

HEARINGS BEFORE A SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES ONE HUNDRED THIRTEENTH CONGRESS FIRST SESSION

SUBCOMMITTEE ON THE DEPARTMENTS OF TRANSPORTATION, AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS

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U.S. GOVERNMENT PRINTING OFFICE

85-070

WASHINGTON : 2013

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DEPARTMENT OF TRANSPORTATION APPROPRIATIONS FOR 2014

THURSDAY, MARCH 14, 2013.

OVERSIGHT HEARING: MANAGEMENT ISSUES AT DE- PARTMENTS OF TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT

WITNESSES

**CALVIN SCOVEL III, INSPECTOR GENERAL, DEPARTMENT OF TRANS-
PORTATION**

**DAVID MONTOYA, INSPECTOR GENERAL, DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT**

**MATHEW SCIRE, DIRECTOR, FINANCIAL MARKETS AND COMMUNITY
INVESTMENT, GOVERNMENT ACCOUNTABILITY OFFICE**

**PHILLIP HERR, MANAGING DIRECTOR, PHYSICAL INFRASTRUCTURE
GOVERNMENT ACCOUNTABILITY OFFICE**

Mr. LATHAM. All right, the subcommittee will come to order. And we welcome, today, HUD's Inspector General, David Montoya, DOT's Inspector General, Calvin Scovel, Mathew Scire—am I close? Good, good—GAO's Director of Financial Markets and Community Investment, Philip Herr, GAO's Director of Fiscal Infrastructure.

The subcommittee looks to your offices for help for us to conduct critical oversight to ensure our tax dollars are well-spent, and, actually, go to meet our nation's housing and transportation needs. This oversight is even more important at a time when we must shrink the federal budget and deal with our mounting debt. Waste, fraud, and abuse should never be tolerated, but this is especially true in today's budget climate.

We look forward to your testimony today, and we'll look closely for your work to make the tough decisions that will be required as we put together this year's transportation/HUD-funding bill. This is our first subcommittee hearing in FY 2014, so we will look forward to your testimony to inform our questions for the cabinet's secretaries when they come.

I would ask that each of you limit your opening remarks to five minutes, and we'll also limit each round of questions to five minutes.

Before I recognize you for your opening statements, I am pleased to finally welcome Mr. Pastor as our new ranking member of the subcommittee. I look forward to working with you, in the bipartisan tradition for this subcommittee that funds some of our nation's most critical infrastructure investments, with an eye towards stewardship of the taxpayer's dollars.

So, I am honored to recognize you for your opening statement.

Mr. PASTOR. Well, first of all, good morning, Mr. Chairman, and good morning to everyone here. Sorry I was a little bit late, but you know where I was at, and thank you, Mr. Chairman.

And I also look to work with you this year. I know the subcommittee has been a committee that works in a bipartisan manner, and I expect that we will—

Mr. LATHAM. Absolutely.

Mr. PASTOR [continuing]. Continue to do that. And so I look forward to working with you.

And I want to thank you for calling this oversight hearing. It provides a good opportunity for the subcommittee to examine the key management challenges facing the Department of Transportation and the Department of Housing and Urban Development.

Many of the issues are not new to us, whether it's DOT's role of safety oversight, the FAA's transition to NextGen, or HUD's risk management FHA.

This morning, I'm interested in learning how progress can be made to address these challenges, especially under the condition of sequestration, as it takes hold in each agency. Some management issues will require better oversight on the part of DOT and HUD, while others will require resources at a time when our budget is as tight as it is.

I look forward to this hearing, and hearing the thoughts of our panel.

With that, I turn it back to you, Mr. Chairman, so we can get to the testimony, the questions, and thank you for a good day.

Mr. LATHAM. You bet. Thank you.

We will begin with HUD's Inspector General, Mr. Montoya. Your full, written statement will be included for the record, and you're recognized for five minutes.

Thank you.

Mr. MONTOYA. Yes, sir. Good morning, sir. Thank you. General Latham, Ranking Member Pastor, and members of the subcommittee, thank you for the opportunity to discuss HUD's management challenges, and my office's oversight of its programs.

Since becoming Inspector General, I have continued to meet with Secretary Donovan and his senior staff on a regular basis to discuss the various management challenges the Department faces, including those I will briefly mention.

Let me begin with FHA's mutual mortgage insurance fund capital ratio, which has been below the required two percent level for the past four years. And each year has seen a further decline.

Based on the latest actuarial study, in November 2012, the ratio fell below zero, to -1.44 percent, which equates to a $-\$16.3$ billion against an active portfolio of $\$1.13$ trillion.

While the Department has made changes to address the fund's finances, I would highlight three areas of continued concern.

First, the FHA actuarial model is complicated, and difficult to audit and use for risk management and strategic planning purposes.

Two, we continue to recommend modeling at the midterm or on a quarterly basis.

And three, HUD's unnecessary exposure when paying claims on loans that were not qualified for insurance further depletes the fund.

FHA remains slow to implement a rigorous claims review process, and, when necessary, going back to the lenders to recover losses.

Since Fiscal Year '01, OIG has annually reported on the lack of an integrated financial management system, including the need to enhance FHA's management controls over risk portfolio of integrated insurance and financial systems.

Since 2003, HUD has spent more than \$35 million, and does not have a modern operational core financial system to show for this investment. While there are various reasons, such as the complexity and magnitude of the projects that are required to migrate to a new financial system, it was a lack of proper project management or mismanagement and not funding, which caused this critical project's delay.

HUD's integrated disbursement and information system, known as IDIS, which supports the Office of Community Planning and Development's formula grant programs, including community development block grant and home programs, continues to be an area of distress, as we believe HUD's design and implementation of IDIS is not in compliance with federal financial management systems requirements.

Because we could not come to an agreement on our recommendations, we forwarded our concern to the GAO, who has been reviewing this matter, given the potential wider impact to other agencies.

A continuing challenge for HUD is its Moving to Work program, which has been a demonstration program since approximately 1999. It provides public housing authorities the opportunity to devise and test innovative, locally-designed strategies that are aimed at using federal dollars more effectively.

However, a 2012 GAO report found that the Moving to Work program guidance does not specify that plans ensure that performance is quantifiable and outcome-oriented.

By not identifying the performance data needed to assess the results of the program, HUD is unable to effectively evaluate the program. HUD has also not developed a systemic way to identify lessons learned, to get the benefit intended and expected from a demonstration program.

We have disagreed with HUD, who has indicated that it intends to expand the number of Moving to Work participants, because of my office's longstanding concerns.

Because of this, I have launched an initiative designed to compile our previous work on problem areas that we and others have reported on over the years, to provide HUD and the Congress a clearer path to correct enduring problems in this area.

With regard to HUD's HOME program, our efforts continue to focus on problem grantees and connected issues of inadequate controls, not always meeting the objectives of the program to provide affordable housing, or not always meeting local building code requirements.

HUD has proposed new rules, which, if implemented, should strengthen HUD's future enforcement authority. In a recent audit,

we concluded that if the new regulations are properly implemented, they will address our prior findings in most areas.

However, in two key areas, oversight of field office monitoring activities and the reliability of data contained in HUD's IDIS information system, remain open audit recommendations.

In closing, I would also mention that the Department faces a significant management challenge in monitoring disaster program funds, especially in light of the additional work it will have with Sandy Disaster Recovery.

My office is strongly committed to working with the Department and Congress to ensure that these important programs operate efficiently and effectively, and as intended by Congress.

I am happy to answer any questions.

Thank you.

Mr. LATHAM. Thank you very much, Mr. Montoya.

We will now have Mr. Scire, with the five minutes.

Mr. SCIRE. Mr. Chairman, Ranking Member Pastor, members of the subcommittee, thank you for the opportunity to be here today, to discuss our work on HUD programs, including the FHA mortgage insurance program, and HUD's voucher and Moving to Work programs.

Since 1934, FHA has been an important player in the mortgage market, especially for first-time home buyers. FHA insures these loans under its mutual mortgage insurance fund.

Last year, I testified before this subcommittee on the health of the fund. Since then, FHA's independent actuarial review reported that the fund's economic value had become negative, meaning that the net present value of future cash flows on outstanding insurance, which were a $-\$47$ billion, exceeded the fund's capital resources.

Needless to say, the fund, once again, has not met the minimum two percent capital requirement; the fourth consecutive year this has been the case.

HUD attributes the most recent decline in the fund's economic value to several factors, including changes in expectations for house prices, continued declines in interest rates, and changes in the model itself.

HUD recently announced a series of steps it plans to take to shore up the fund, including raising premiums, requiring borrowers to pay annual premiums for longer periods of time, and reducing losses on defaulted mortgages.

We also note that FHA had previously raised premiums, tightened underwriting, and taken other steps to manage its growing workload and improve risk management.

Further, FHA has enhanced its loan performance model by moving to a technique we recommended, which should result in more accurate estimates of the fund's economic value.

Nonetheless, there is more that FHA can do. For example, it can complete risk assessments of FHA programs, and complete its workforce and succession planning, as we recommended.

There is also more that FHA and the Congress can do in framing expectations for FHA going forward.

Because of concerns about FHA's financial conditions, the continuing uncertainty over the resolution of Fannie Mae and Freddie

Mac, and the potential impact of their resolution on FHA, we included FHA in our high-risk issue, modernizing the federal role in housing finance.

Let me now turn to our work on the voucher and Moving to Work programs. As you know, the voucher program is the single largest HUD program for making housing affordable for very low-income renters. Last year, it helped 2.2 million such households. We have reported that the program's cost, even after controlling for inflation, had increased 8.8 percent between '03 and '10. Almost half of this increase was due to issuance of new vouchers; the remaining increase is due to increase in subsidy payments and administrative fees.

We assess options for cost savings, including reducing subsidies, which represent about 90 percent of total costs and administrative fees.

These options generally would increase tenant payments; for example, requiring tenants to pay a \$75 minimum rent could result in either \$67 million in cost savings, or serving an additional 8,600 households. For families with children affected by such a change, this would equate to a monthly payment increase of \$27.

Proposals for reforming administrative requirements for the voucher program also could lead to increased efficiencies and cost savings, though likely not the same scale as subsidy payment reforms. These include conducting inspections or reexamining household income less frequently, and some of these proposals are an outgrowth of the Moving to Work program, the MTW program.

However, our assessment of the MTW program, as the IG just mentioned, raises serious questions about HUD's program evaluation and monitoring. And the IG went into some of the specifics there.

Looking ahead, given the demand for most efficiently using limited budgetary resources, it's critical for HUD to build on its efforts to ensure the financial solvency of the FHA insurance fund. At the same time, the continuing demand for affordable rental housing for households with limited income make more pressing that HUD, working with Congress, work to improve efficiency of these programs.

Likewise, you face important policy decisions in terms of framing the role that FHA should be expected to play, and in weighing the depth of subsidy provided through housing assistance programs and the potential impact changes in subsidy may have on individual households and the number of households that may be served.

And we look forward to supporting the subcommittee's efforts in this regard.

This concludes my opening remarks.

Thank you, again, for the chance to speak today. I would be glad to take any questions you may have.

Mr. LATHAM. Very good. Thank you very much.

Now we will go to DOT, the Inspector General, Mr. Scovel.

Mr. SCOVEL. Chairman Latham, Ranking Member Pastor, members of the subcommittee, thank you for inviting me to discuss the Department of Transportation's top management challenges.

DOT spends over \$70 billion annually on a wide range of programs, and continues to demonstrate its commitment to ensure safe and reliable transportation systems.

Some of the nine challenges we reported in November are longstanding, while others are new. Today, I will focus on actions DOT needs to take to enhance aviation and surface safety, ensure effective stewardship of resources, and effectively implement transportation infrastructure programs.

Safety is the Department's top priority. In this past year, FAA made important progress toward meeting new safety requirements.

However, FAA needs to fine-tune how it collects and uses safety data to identify operational errors by controllers, and how it addresses pilot safety concerns.

According to FAA, a 50 percent increase in operational errors reported between Fiscal Years 2009 and 2010 was due to new voluntary reporting procedures. Yet, our audit found that there were actual increases in errors.

Without complete and accurate data, FAA is challenged to identify trends and the root causes of errors, and proactively mitigate safety risks.

For pilots, FAA needs to ensure airlines adjust pilot training and qualification programs to meet new requirements that will take effect this summer.

FAA also needs to target aircraft repair stations, based on risk, to make the most of its inspector resources.

Currently, FAA continues to emphasize completing mandatory inspections at locations, regardless of risk, and has yet to determine the number of inspectors it needs nationwide, due to an unreliable staffing model.

In terms of surface safety, DOT has worked hard to remove unsafe commercial drivers and carriers from roadways, and MAP-21 provides new tools to enhance its efforts, such as giving DOT greater authority to take action against reincarnated carriers—a critical safety concern we reported last spring.

However, MAP-21 also presents new oversight challenges, including the new National Tunnel Inspection Program and new rail transit safety oversight responsibilities.

Turning next to DOT's stewardship of taxpayer dollars—while DOT received a clean opinion on its financial statements for the last six years, longstanding financial management weaknesses have limited its ability to maximize its return on investments.

Our review flagged significant inactive grant funds, and prompted DOT to identify over \$2 billion that could be applied to active projects.

In response to our recommendation, DOT recently issued guidance to improve monitoring of grant obligations.

Controls over the Department's contracts and IT investments could also be strengthened. Poor contract structure and software issues for FAA's \$2.1 billion ERAM program have led to a four-year schedule delay, and could result in cost overruns approaching \$500 million.

FAA is working to resolve these programs.

The Department also needs an Enterprise architecture for its 400-plus IT systems, which cost about \$3 billion annually. With an

IT architecture, DOT could realize cost savings, reduce duplication and technical risks, and better align IT investments with the Department's mission.

DOT plans to issue an Enterprise architecture policy by July.

DOT also will need to address its information security deficiencies, a material weakness for the last two years.

Two-thirds of the information security recommendations we have made since 2009 have not yet been implemented.

Our work also highlighted areas where DOT can better safeguard investments in key transportation assets.

For example, DC's Union Station requires DOT's attention to properly manage mounting debts, and develop new funding streams to support needed structural repairs before the station becomes a safety concern.

Finally, DOT needs to effectively implement transportation infrastructure programs, while protecting its significant investments.

FAA has not set realistic expectations for modernizing the nation's air traffic system. FAA spends about \$1 billion annually on NextGen, and plans to spend \$2.4 billion more by 2017 on six programs that are key to NextGen implementation.

However, FAA has yet to fully develop an integrated master schedule for these programs to address risks, make informed cost and schedule tradeoffs, and determine what capabilities will provide air space users with the greatest benefits.

The Department also faces challenges to increase states' accountability for \$40 billion provided annually in highway and bridge investments.

At the same time, it must meet new MAP-21 requirements to deliver highway projects faster, and manage investments in surface programs based on performance.

A new priority for the Department is establishing effective controls over \$13 billion in Hurricane Sandy relief funds. Most of DOT's relief funding went to FTA's public transportation emergency relief program, established last summer through MAP-21. FTA needs to get this new program up and running, while also reawarding \$2 billion in relief funds by the end of the month—this month, Mr. Chairman.

This concludes my prepared statement. I would be happy to answer any questions you or members of the subcommittee may have.

Mr. LATHAM. Thank you very much for your testimony.

Mr. Herr, you are recognized for five minutes on the GAO's work on transportation issues.

Mr. HERR. Great. Thank you, Chairman Latham. Thank you, Ranking Member Pastor and members of the subcommittee.

I am pleased to be here to discuss GAO's work on key management challenges facing the Department of Transportation.

The nation's transportation system is critical to the economy, and affects the daily lives of most Americans. It's also undergoing strain, and cost estimates for repairs and upgrades are in the hundreds of billions of dollars.

For this reason, surface transportation financing remains on GAO's list of high-risk programs, a report that was just issued last month.

Today, I will focus on three key challenges facing DOT. First, leveraging surface transportation investments to maximize national interests, improving surface and aviation safety, and effectively implementing the NextGeneration air transportation system—or NextGen.

First, DOT must leverage investment in surface networks to meet national goals and priorities. Since I testified on this topic last year, there has been progress, as acknowledged by the IG, via MAP-21, to clarify federal goals and rules, and require linking federal programs to performance, as GAO has previously recommended.

However, DOT still faces challenges relating to transitioning to a goal-oriented performance-based approach which entails new responsibilities, targeting funds to priorities such as the nation's freight network, which will require significant coordination efforts, and managing discretionary grant and credit assistance programs—an area both GAO and the IG have highlighted as a challenge.

I would also note emergency relief programs have been a particular challenge over the years for DOT.

And, finally, overseeing the federal aid highway program, and the new Public Transportation Emergency Relief Program, and the funds provided after Hurricane Sandy.

In terms of safety, though we have seen an overall decline in traffic fatalities and injuries in recent years, and our nation's air travel system is one of the safest in the world, there are still challenges in this area.

Our recent work on safety highlights the need for improvement in data and oversight, and to better target resources. For example, our recent work on chameleon carriers talked about the importance of data and analysis that is critical to identify carriers that pose the highest safety risks.

Reliable transit safety data will also be essential for FTA's new oversight program, and data is a vital component of FAA's new risk-based safety management system.

DOT also faces several key challenges implementing NextGen. Delivering and demonstrating benefits such as capabilities that will provide operators with a return on their investments and NextGen avionics, keeping key acquisitions within cost estimates and on schedule—in essence, managing highly interdependent systems, and using the best tools and approaches to do so—and keeping NextGen on course while sustaining legacy equipment and facilities that will continue to be the core of this national airspace system for a number of years.

In summary, DOT's key challenges are to leverage investments, improve safety, and implement NextGen. Addressing them will require collecting and using high-quality data to support performance-based management, as well as making risk-based decisions.

Also, developing and maintaining robust oversight to operate effectively in a constrained environment, while overseeing a range of new and emerging technologies and grant programs.

And, finally, ensuring clear communication across the operating administrations, but also with external partners, Congress, and the public.

In closing, I would just like to say, thanks for the opportunity to be here today, and I am happy to answer any questions.

Mr. LATHAM. Thank you all very much for your opening testimony.

It is not a question, but I just want to kind of make a statement. With all we have to cover today, I am not going to go into the subject of airport revenue diversion, but I want to tell you that I continue to have members who are very interested in the subject—in particular, with LAX. Just this week, I received another letter of concern from two members from California, and it has been an interest and concern from both sides of the aisle; it is not any kind of partisan issue.

As you pointed out, last year—you have done work in this area for a long, long time—and especially on LAX. And I know your people are continuing their efforts, and I appreciate that, and I am sure that all those members will continue to have their interest—and I certainly will, too, to make sure that this is taken care of.

I don't know if you have anything to say. There is not a question, but I just wanted to make sure that—

Mr. SCOVEL. Yes, sir. I want to acknowledge that we do have work underway. We anticipate completing it by the end of this year. I believe we have kept your staff informed along the way, and we are also informing FAA about our findings to make sure that we never catch them by surprise on important matters like this.

Again this is an important issue—certainly for this committee, for us, and for the agency.

Mr. LATHAM. Okay, thank you. And another member concern here—but, Mr. Scovel, take a moment to also commend you and your staff for the MWAA audit this past year. I know Mr. Wolf knew something was up. I have to tell you, I never imagined it would turn out to be as long and far-reaching an investigation with multiple front page stories on the Washington Post.

How confident are you that the leadership there is effectively changing the culture of their operation?

Mr. SCOVEL. Thank you, Mr. Chairman. My staff did an outstanding job on that project, and it was virtually an all-hands-on-deck effort in order to get it done.

We issued a couple of products last year in May and November to try to close the loop on as many of the outstanding issues as we possibly could, and we understand that there are probably still more.

We issued 12 recommendations with numerous subcomponents to the Department and to MWAA, the airport authority charged with administering Dulles and National. We have kept in frequent touch with them. Three of our recommendations are closed; the other nine are still open, meaning MWAA and the Department have agreed to our recommendations, they have given us a timeline, they are on the way toward trying to effect our recommendations in matters such as contracting, travel, ethics, governance, transparency, HR resources, hiring, gifts—right across the board that you mentioned were the subjects of numerous media stories.

If you are asking me to give them a grade, of course, I think any self-respecting IG would have to say it is incomplete at this point. They have signed on to an implementation date of June 30th, 2013,

in order to have things done, to have documentation in place, and to supply us with the references we need in order to assess their progress.

Right now, I am confident we have their attention. Mr. Potter has been in frequent communication with us. I have met with him. I have discussed it with the Deputy Secretary and the Secretary. The Department has an Accountability Officer in place, and we have spoken with her on numerous occasions. March 1st was the last face-to-face meeting we had with her.

So, we have open lines of communication. We are seeing how they will do. We will assess their complete performance once we get everything back, and we will certainly keep you and Mr. Wolf informed.

Mr. LATHAM. Is there a need for some kind of an oversight board or some authority? And, also, are the states inclined to actually look into this and do oversight?

Mr. SCOVEL. I don't know about the states; they have certainly taken a great interest in MWAA's deficiencies—particularly Virginia, since Dulles and National are both in the state.

Part of the reason for my hopeful prognosis for MWAA is that there have been changes in the composition of the board, and they have brought a refreshing new outlook to their weighty responsibilities.

As far as continued oversight, it is clearly needed because when we began the MWAA effort, it was clear that MWAA had never—or at least in a long time, since GAO last did its study many years ago on MWAA's contracting practices—been used to the kind of oversight scrutiny that we were prepared to give and that we give to other agencies in our own Department regularly.

And we encountered a little bit of pushback at first. They corrected their outlook to us. We got what we needed. We were able to arrive at the conclusions we did.

However, human nature being what it is, things tend to unwind over time. And while much-needed changes may be put in place in response to our recommendations, but if there isn't continued oversight, those changes may unwind, and things may loosen up to the detriment of proper fulfillment of all their responsibilities.

So, I would say some oversight is needed; whether that is to be us, another IG, or some other entity.

Mr. LATHAM. Authority, some way.

Mr. SCOVEL. Exactly. Those are policy decisions for the Congress and the Department, but we would strongly urge some continued oversight of MWAA.

Mr. LATHAM. Okay. I failed to mention it earlier, but if GAO has any comments on what the Inspector General talks about on any of these subjects we cover today, you know, and the other way around also—if GAO says something, and you want—I just want to get in shortly to the—or briefly to the NextGen. And you talked about it in your testimony.

Really, going more about what the progress that they are doing, as far as establishing costs and deadlines, when do they expect to deliver a comprehensive plan?

Mr. SCOVEL. Mr. Chairman, if I were to summarize—our view is that planning, on FAA's part, with regard to NextGen, has rarely

if ever been much of a significant problem. They have been pretty good about putting out plans and concepts, and trying to inform the Congress and the public of what shape NextGen might take.

Where there have been significant problems—and continue to be—is in the execution of those plans.

For instance, a NextGen implementation plan update is due out this year. Yet, our experience with FAA's actual use of that plan has been that it has been not properly utilized. It hasn't been the most effective tool for FAA to execute, or for the Congress to judge FAA's performance against that plan.

That led to one of our recommendations a year or two ago for what we have come to call an integrated master schedule. Think of a whiteboard in a war room, with every NextGen-related program matched up against a timeline. As tasks are completed and, even more important, as delays and problems are encountered—technical delays, funding delays, or staffing—whatever they might be—you can see the ripple effect down the line through NextGen because so many of these programs have complex interdependencies.

What happens, for instance, with regard to ERAM? That ripples all the way down the line through the rest of NextGen.

Such a tool, I think, would certainly help FAA, and it may well be a very useful insight for the Congress in making its important decisions.

Mr. LATHAM. You mentioned a \$500 million cost overrun. Last year, they were talking about \$330 million.

Mr. SCOVEL. Right.

Mr. LATHAM. What was changed? Why is it—

Mr. SCOVEL. Yes. Specifically, you are referring to the ERAM program.

Mr. LATHAM. Right.

Mr. SCOVEL [continuing]. Which, properly speaking, is not part of NextGen; it is a foundation for NextGen.

Mr. LATHAM. Right.

Mr. SCOVEL. As you know, ERAM is the automation platform that controllers need to use in the 20 en route centers that control high-altitude, long-distance air traffic.

This was a program that was supposed to be completed at the end of 2010 for \$2.1 billion. Because it is software-intensive, there were lots of gremlins and hiccups along the way. FAA had to re-baseline ERAM out to 2014, with what they estimated at the time to be a \$330 million cost increase.

Since then, \$44 million more have been reprogrammed—with the consent of OMB. I am told—from the operations account, specifically to ERAM. So, that puts them up to \$374 million.

Our concern, looking at the burn rate for the ERAM contract—which is \$12.6 million per month—if that were to continue at that same rate through the stated deadline for ERAM of the end of 2014, that would put them at another \$101 million. So, that would be \$475 million total.

MITRE, in a study, had estimated as much as \$500 million at one point. So, we are certainly within the ballpark of \$500 million.

Mr. LATHAM. Okay. Mr. Pastor, did you have any comments on that, or—

Mr. HERR. I was going to note that GAO's work on NextGen has also pointed to the need for cost and schedule risk analysis.

One thing we have recommended to FAA is adopting the GAO cost guide, which is actually a very useful tool, and provides criteria that can be applied to these kinds of programs. DOT and FAA are in the process of adopting some of that.

So, I would second the idea that this kind of thing will give you more oversight and more visibility into the progress of the program.

Mr. LATHAM. Okay. Thank you.

Mr. Pastor.

Mr. PASTOR. Excuse me. A common thread that I found in all four of your presentations is that either the inability to collect data, or the lack of data, the evaluation of the data, and then using that data to improve whatever it may be—whether it be safety, or whether it be collecting this, that, and the other.

And I would ask all four of you to—in looking at these two departments, what generally seems to be the problem? I mean, I would think that, by now, they would have, you know, the best computers available to them—or whatever—and that they would be able to collect the data and do that.

But all four of you said, whether you were talking about HUD or Transportation, is, "We have problems being able to evaluate, because they are not collecting data, or it is inefficient data, or, you know, they are not using the data."

So, if I could just get a general comment on what you have seen with these departments, and what keeps them from being able to be more effective—and you can start with either end.

Mr. MONTOKA. Thank you Ranking Member Pastor. With regard to HUD, it is twofold. With regard to their financial system that they are trying to implement, it is basically a lack of planning, improper planning at the front end before they start spending money, the contractors. With regard to the programs, it is really a lack of verification of data that is coming in. HUD depends on thousands of people downstream to provide them the data, to put the data into their systems, but there is no oversight on behalf of HUD to ensure that the system is correct going into the system in the first place. So we are not sure that we can actually depend on the data. There is no verification of the data, if you will. And so that has to do a lot with the lack of resources on the part of HUD to do it. So their dependence is on these other state and local authorities to do that.

Mr. PASTOR. So the lack of resources is to be able to do oversight with the contractor at the local level?

Mr. MONTOKA. Right, right, in a number of ways. For them to actually go into every one of these different entities, to do it themselves, right, what we have struggled with is why they do not at least do some sort of systemic sort of method by which they can go in and take different organizations to look at, especially those that are the most troubled or the ones that we seem to have more problems with, to at least look at those. And just radically go out there and look at different various sizes of these organizations to look at it. You do not have to look at 100 percent of them, but you should

have some sort of mechanism to be looking at some of them on an ongoing basis, and there is not even that going on.

Mr. PASTOR. So is it the lack of equipment, faulty equipment? Are they still using paper and pencil? I mean how would you assess the equipment capability that they have?

Mr. MONTROYA. Well, for us, a lot of their IT infrastructure is very old, especially in their financial arena. It is 15 to 30 years old. It is Cobol. It is very expensive to upkeep and maintain. So part of that is some of these—we had one occasion where we were doing an audit and they were not using appropriate electronic accounting systems to account for about \$2 billion in funds. So a lot of it has to do with old aging systems. A lot of it has to do with just not adequate enough, not robust enough, oversight on the part of the staff.

Mr. SCIRE. Maybe I can join in here.

Mr. LATHAM. Yes, I would like for you to join the discussion.

Mr. SCIRE. On the discussion of HUD, I agree with what the Inspector General has said. Some of the comments that I had made involving, for example, the Moving to Work program is really a failure to identify the information required to do program evaluation. So it could be that HUD is doing a better job in terms of the data that is needed for operations than they are for doing program evaluation. So it is difficult to say whether or not because of the poor data that FHA is getting in the Moving to Work program, what sort of results you are getting. Is it quantifiable? And so that is the problem we see within that program. And we see that in other programs.

The other thing I would say in terms of systems that support program operations is the importance of requirements definition, in really trying to take all the right steps to understand what sort of information is required at each of the different levels that are actually operating the program.

Mr. SCOVILL. Thank you, Mr. Pastor. I am looking at a list of some of our most pressing open recommendations for the Department of Transportation, and several of them do involve data collection, identification of the data, elements that are needed, actually collecting it, then investigating to the extent that that is required, and actually analyzing it. If I could just mention a couple, one has to do with federal highways and how dollars are allocated against the need to rehabilitate deficient bridges. Of the six hundred thousand plus bridges in the country, a quarter of those at least are deemed to be structurally deficient or functionally obsolete. Yet for years, if ever, the Agency and the Congress have never been able to determine how many highway or bridge dollars are actually going into fixing those deficient bridges. After the I-35W bridge collapse in Minneapolis in 2007, I testified at a hearing with the then Administrator of FHWA and he was asked that question. He testified that he believed that they would, with a very labor-intensive effort that they would, kind of pen-and-pencil kind of effort, that they would be able to trace dollars to specific bridges. When they went back, they were unable to do it. We audited them and found out that they were unable to do it. It has really to do with the data elements that are required to be presented by states in their highway and bridge projects to the Agency. A deficient bridge, typically involves interchanges and ramps and guardrails and ev-

everything else. All of that is one big package that in the end they are unable to say how many bridge dollars are going to fix that bridge structure. FHWA with the help of AASHTO, the state highway, and the transportation association, are trying to refine the data elements, press those out to the states so that the states will be on the hook to present those up to FHWA and give the Agency and the Congress much better insight into bridge expenditures and the overall inventory of deficient bridges. That is an example of one thing that you are talking about. It is identifying actually what is needed and down at the most grassroots level making the changes.

Another one, though—and I can understand that. But another one, which I find more disheartening, is what I would characterize almost as an institutional resistance to collecting the data. We have made a couple of recommendations to FAA. One was a result of an NTSB investigation into the fatal Colgan crash in 2009, where a regional aircraft in Buffalo went down killing 50 passengers. Both pilots were found to have been very much fatigued by NTSB. Fatigue was not cited as a causal factor, but it was a significant concern mentioned in the NTSB's final report on that accident. As a result, we were charged with auditing pilot training and qualification and a number of other things for FAA. We recommended that FAA begin to collect data through the carriers on pilot commuting patterns and trends, so that they could then see if there is a link to fatigue. FAA and the industry are reluctant to do that. It is deemed to be a benefit of the employment for pilots to be able to live on the West Coast, say, where one of the Colgan pilots did, and be able to commute back to Newark and carry out the job. It happens all the time. Many pilots are commuters; 39 percent of the Colgan pilots operating out of Newark at the time of the crash were commuters of more than 400 miles. It is common sense that extensive commuting may lead to fatigue, yet the Safety Regulatory Agency is reluctant to press that with the carriers and the pilots as a whole.

Mr. LATHAM. Why.

Mr. SCOVEL. Um.

Mr. PASTOR. No, that is fine.

Mr. SCOVEL. I do not know. I wish I did. Frankly, we tussled. We tussled with the Agency on that recommendation because we got that pushback. They finally agreed to survey the available data to see what may be out there with the view of if there is a gap in the data, then they might talk with us further about actually doing something.

Mr. PASTOR. Well, I can tell you unequivocally coming from the West Coast to the East Coast causes fatigue.

Mr. HERR. Let me just add to the question. I think the DOT, like many agencies, is transitioning from collecting information to having to analyze it and make good use of it. One area that I mentioned in my oral statement is looking at the chameleon carriers. These are trucking firms that have been put out of business. They come back under another guise. We did some work a few years ago looking at how DOT and FMCSA could better target these carriers. And the analysis we did was able to identify some of these at-risk carriers in a way that I think can show FMCSA a way toward making some of those changes.

Another area where data is important, it is right in front of us now, is trying to understand bringing drones into the civil airspace. One of the things that we highlighted in our statement today is the fact that FAA needs information from DoD and other groups like DHS that are involved in efforts to understand what some of the risks are. And then from that information, use that to develop standards in risk profiles. I think it is very important to collect the information, but then the next piece is to be able to do the analysis. For some of these analyses, like some of the work that we did at GAO identifying at-risk carriers in the trucking industry, we had Ph.Ds with statistical backgrounds doing that work. It is not just punching a few numbers. It actually requires a fair amount of due diligence to go through that amount of information, but it is very important because it is helping DOT make that link between these investments and then the actual performance.

Mr. PASTOR. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Cole.

Mr. COLE. Thank you, Mr. Chairman. First of all, thank all of you for being here and your testimony. Let me say upfront, because I am going to say a few harsh words, none of them directed at you. I kind of think of you as the four good guys that are trying to help us deal with our problems and help the agencies manage themselves better, and I appreciate that more than I can say because I think those are real problems. And some of the points I am going to make I am going to make through you to the Department, certainly not at you.

And last point, I almost never do prepared statements, but I have one issue at least that I want to do that on. And so let me just read this for the record.

HUD Section 184 program supporting mortgages for Native Americans. This program is really important to me. Before I was in Congress, I actually sat on a Tribally-owned Bank Board and saw how important these programs are and how much benefit they did. That particular bank, I think, originates more 184 loans than any bank in Indian country. It works all across Indian country, not just in Oklahoma where I am from. Section 184 loans are often the only route open to Native Americans to become homeowners. Unfortunately, HUD and OMB management of the program over the last few years has left a great deal to be desired. In the space of about 24 months, we have seen the program run out of funds twice because of the administrative errors and the elimination of the mortgage refinancing component. The most recent funding shortfall, and particularly the reaction of the administration to it, is simply unacceptable. Rather than the lenders of an impending problem work with borrowers and develop contingency plans, the administration simply cut off all funding. This has left dozens, if not hundreds, of families around the country in a lurch not because of the sequester or any budget woes that we are so familiar with in Washington, D.C., but because of what surely looks to me like incompetence and simply neglect and indifference. I ask for consent, Mr. Chairman, to submit for the record a few brief summaries of the travails of the families in Oklahoma and elsewhere that have experienced this. And all the names, all the personal information, have been eliminated so the privacy of the people can be protected,

but they are real cases. As these stories detail, real people have been left at the altar by HUD in an unfeeling and unwarranted decision-making process that I am told, I hope inaccurately, but I am told comes straight from the Office of the Secretary. It is one thing to make a mistake and try to correct it. It is another to willfully and needlessly harm the very people the Department is charged with helping. We would not treat veterans this way. We would not treat FHA applicants this way. We certainly should not be treating Native Americans in what I consider a rather shoddy and outrageous way. Sorry to be this strong, but I feel really strongly about this.

Two questions, probably most appropriately directed to you, Mr. Montoya, but I obviously appreciate any GAO perspective as well. What is the Department going to do or is it doing anything to ensure that this never happens again? In particular I am concerned about the use of an abrupt cutoff rather than a transition with no warning to the lender. People literally have let go of one home, have assurance of a guarantee, and then all of a sudden cannot get the financing. It is a really bad situation.

Mr. MONTOKA. Yes, sir. Thank you for your question. I will have to ask for your forgiveness because I am not well up on this particular issue, but what I will tell you—

Mr. COLE. Somebody listening will be though.

Mr. MONTOKA. Well, I am listening. I am listening.

Mr. COLE. No, I know you are.

Mr. MONTOKA. But what I can tell you is that certainly contrary to my discussions with the Secretary and with a lot of his senior staff is we still deal with the aftermath of the robo-signing or loan origination servicing piece where the push for HUD has been to try to mitigate and work with these homeowners, giving them advance notice, to save the homes, to save the families, and the financial burden that they will experience. So, quite frankly, I am concerned about what I am hearing, and I certainly will commit to you to get back to you once I get back. But outside of that, sir, I cannot give you any specifics and I apologize.

Mr. COLE. That is fair enough. Now I know you will take the time and look into it and others will as well. And I would love to be wrong, but this is the information that I am getting both from families that are dealing with the situation and more importantly from people who administer the program through the banking system.

Second question, when you are—

Mr. PASTOR. Tom, could I just jump in real quick?

Mr. COLE. Yeah, please.

Mr. PASTOR. When the CR was being developed, this issue came up. And this anomaly—is that what they called it? And I was concerned like you because obviously we represent in Arizona a number of Native Americans, and I brought up the issue of why this was happening. And much to my surprise, I was told that the administration was going to shut it down. But then in continuing to want to stay informed, I am told that the Senate has, I guess, corrected it and possibly—but I would agree with you that a program like this, you just do not stop midway because there are people who are going to be affected and as they are working their way to get-

ting a home or whatever they are achieving with this program, just to abruptly cut it is the wrong thing to do. And so I join you in that because I think that is the wrong way to go.

Mr. COLE. I appreciate that very much, Ed, and I have heard the same thing about the Senate working on it. And we have not seen the language yet, but I know there is a serious effort underway.

But the other thing if you would, Mr. Montoya, when you are looking into this, I would love and the GAO as well any recommendations on how or whether the law needs to be changed so that, again, Native Americans are not singled out for some different sort of treatment than other loan categories. And, again, I do not think we would let this happen to VA loans or FHA loans and to me these are all specified categories of borrowers that we are doing certain things for. It should not happen here either. It ought to be pretty consistent treatment across the board. So if you could look into that; and, again, if GAO particularly had any recommendations on what to do, I would love to hear them.

Mr. SCIRE. If I could just add that we have previously done work looking at management of credit programs and the authority levels for those and made recommendations about informing the Congress and others in sufficient time to be able to provide additional funding, if you will, or to adapt to what is happening with the demand for that particular product. That was the case in the HUD Multifamily Loan programs, so I would be glad to work with the Committee on looking more deeply into these questions.

Mr. COLE. Well, that would be extremely helpful. Mr. Scovel, one for you, if you would. And, again, I am using not just parochial, but I guess this is my day to be parochial. As you may be aware, the state of Oklahoma—and there is no reason why you would be—we have six FAA contract towers and three of those are actually in my district. And from testimony and reports that the office of the IG has done in the past, it is clear to me that you clearly understand the cost savings and the value and large impact that these contract towers can have. It concerns me the FAA when it made a decision as part of the sequester, so I do not want to put this all off on them. Let us congressionally take some responsibility here, but they shut down as I understand it 78 percent of all the contract towers across the country. That seems a really disproportionate hit to me on what is supposed to be an across-the-board kind of cut. Do you have any sort of rationale or have you looked at this in any way where you could explain to us why that decision was made for that particular piece of their budget, to take that level of a hit?

Mr. SCOVEL. Thank you, Mr. Cole. I do not know that I can go all the way to the final answer for your question, but let me tell you what we do know. Thank you for your acknowledgement of long-term efforts of our office regarding federal contract towers. We do know contract towers. We have been doing this work since the late 1990s. In fact, when we contacted your office before the hearing today, your staff was kind enough to inform us of your own interest and the fact that you had three federal contract towers facing shutdown in your district. So we were able to pull some numbers on those specific facilities, too.

We have found—twice in the late 1990s, early 2000s, and in the most recent audit that we completed in 2012—that federal contract

towers represent significant cost savings over FAA-operated towers with an equivalent level of activity. These are low activity towers where we are comparing contract to FAA towers. On average, it costs \$1.5 million per year less to operate a contract tower than an FAA tower. We have said all along the same level of safety, but, in fact, our 2012 audit found a lower number and a lower rate of safety incidents at federal contract towers than at FAA-operated towers. Comparing these for acceptance, virtually transparent to the flying community; in fact, we talked to pilots who said, "You know, I cannot tell the difference these days between a contract tower and an FAA-operated tower."

When it comes to sequestration, what we have found—and this is not by way of an audit, so I want to qualify my remarks with that—it appears to us that when FAA was looking for ways to make their target of \$637 million cut due to sequestration, they were looking to identify and safeguard their core functions. Contract towers they deemed could be an area where cost reduction measures could apply. The methodology that they chose was to take 150,000 operations, take off one operation per year over 2012, and use that as a threshold and match that up against another threshold of 10,000 commercial operations—air taxi, air ambulance, regional jet, or whatever it might be. Those are commercial operations. Towers, whether they are FAA-operated or contract towers, that fell below those thresholds were to be considered for closure. It turned out that 189 contract towers, including all three in your district and one just outside your district, fell under those thresholds. In addition, 59 FAA-operated contract towers fell below the thresholds. A total of 248 towers nationwide are facing closure, and 61 federal contract towers would survive, making those thresholds.

That is my understanding of the methodology and the rationale. Mr. COLE. Thank you very much.

Mr. SCOVEL. When I look at it and look particularly at the timing of decisions and analyses, clearly the earlier you begin planning for an event like this, the more options you are going to have. As you close in on the deadline, which ultimately turned out to be March 1, options inevitably fall off the table and you are left sometimes with a very bad set of alternatives. That may have been what was facing FAA by the time they got late on the calendar.

Mr. COLE. Thank you. Thank you, Mr. Chairman.

Mr. LATHAM. Mr. Ryan.

Mr. RYAN. Thank you, Mr. Chairman.

Mr. LATHAM. You are welcome.

Mr. RYAN. It is good to be here. Good to be on this Committee. Very excited about being with you all. Just quickly from the IG, how is sequestration affecting your office and some of the priorities that you have had over the last several months and years?

Mr. MONTOYA. Thank you for the question, Mr. Ryan. With regards to my office, I have been in office for about 15 months now. So upon my arrival, we were addressing some concerns this Committee had had about a number of facilities and space issues that I had that were quite large. So we have basically spent the last year at downsizing the number of facilities we have, the size of them, looking at our contracts and cutting back on those, lowering our staffing because of supplementals that we had that were going

to be ending in 2012. So we were on a road towards downsizing, if you will.

Mr. RYAN. Where were you when you first got in 15 months ago, employment wise?

Mr. MONTROYA. Employment wise? We had about 712 when I came on in December of 2011. Now we are down to about 630. So we have come down further than we would have liked. But because we knew that sequester was looming and potentially a continuing resolution, we elected to go ahead and go below the threshold we thought we would be comfortable with our appropriations. And by having done that, we are positioned quite well and as of now, we do not believe we will have to furlough anyone and will be able to keep up with our oversight efforts. Now, that does not come without pain points. I mean we still have lost too many people and so that impacts not only the work we are doing on the number of issues I mentioned, but, of course, on Sandy oversight and some of the remaining disaster monies that were on the Gulf Coast. And, quite frankly, disasters will come with the summer months coming. So it does not come without its pain points, but I think we are positioned well and we are certainly positioned well enough to get through this. And then once we do, then we will hopefully get back up to more safer, more normal, numbers for us. But for now, we have just been adjusting and prioritizing as necessary, taking those things that are more critical first.

Mr. RYAN. I am new here, so bear with me for a second. So you go from 712 to 630. What are the programs that have to go on the back burner because of that?

Mr. MONTROYA. Well, most of my appropriations come in salaries and expenses. So really it is bodies because that is what we do. We do oversight. So whether it is audits, reviews, evaluations, investigations, that is really what my core mission is, I think for most IGs. We have very little money in travel and training and these other things. So really for me to cut back to the numbers I need to, it has to come from bodies, people. So having done that, really what it means that is less audits that will be completed this year, certainly prioritizing what—

Mr. RYAN. How many less do you think? Ballpark?

Mr. MONTROYA. I think last year we did about 180 is what we put out. We are on path now to put out maybe 140 this year. And a lot of that was not just on our downsizing, but it was on the amount of work we have been doing on the loan origination loan servicing that we saw as the aftermath with the financial crisis. So that certainly impacted. Let me correct you. For 2010 and 11—correct myself, excuse me—it was about 196 audits that we had done. So for 2013 we are looking at about 140 that we will do. And investigations I could not tell you. What we will do there is just prioritize the type of case we will look at. That means sort of the lower end type of case we just will not look at or we will give to a local authority, and we will look at the higher dollar, more expensive if you will, type of financial fraud that we could see in the Department.

Mr. SCOVEL. Thank you, Mr. Ryan. Greatly appreciate your interest in how sequestration has affected our office. We are fortunate, like Mr. Montoya, in that we have been taking steps for a

long time now to try to position ourselves, and we do not see the need in fiscal year 2013 to furlough any of our staff.

Here is the situation we were in, and I want to make full disclosure because my office did receive some amount of extra funding to carry out our Recovery Act responsibilities, plus we also received some extra funding to oversee FTA in their Sandy relief efforts. We do have that, but had we not taken the stringent cost reduction measures that have been underway in my office now for over 20 months, we would be facing furloughs this fiscal year. As I mentioned, we will not have to.

FY 2010 we were at 418 on our staff base budget. Today, the effect of sequestration on our budget has allowed us to staff only to 373. That is almost an 11 percent reduction in staff over the last three fiscal years. Like the office of Mr. Montoya, we are salary heavy as well. We do not have hardware. We do not have acquisitions and contracts and programs and grants; 75 percent of my budget goes to pay salaries and expenses for our staff. We were going to have to take a hit against staff and probably go to furloughs had we not done things like a staff hiring freeze since August 2011. We took that knowing that we were facing a tough situation in fiscal 2012. In August 2011, of course, the Budget Control Act passed and we had to plan against the possibility of sequestration. We were well positioned to do that, and we buckled down on it.

We reduced our staffing level by letting go our rehired annuitants and term and temporary employees that we had brought on for the Recovery Act. We have reduced our footprint, and we let go of some leased space, both investigations and audit related, outside the Washington area. We have limited our technical expertise contracts. We had a buyout for early retirements and separations in the summer of 2012 and shed 14 more staff that way. We suspended our student loan repayment program, which was quite modest to begin with. I told my staff we would be recycling paper clips before we sent anybody out with no pay due for a low status, so the student loan repayment went. We also cancelled our participation in the Department Honors Attorney program and saved \$95,000. In the view of some, it is not big money, but in the view of staff who have to go home perhaps with no pay, that counts. It all counts.

Mr. RYAN. Are there any innovations within both of your offices where we could use technology to help cover more ground, where you can find some baselines of programs or work that people are doing? And then finding through technology or through them having to log in certain numbers, certain variables, that may pop up that would say hey, this is a priority or something weird is going on over here? I do not know your business well enough to know what that even would be, but are we exploring these kinds of options with technology to try and broaden your scope and deepen the work that you can do in areas that you would find necessary?

Mr. MONTOKA. Thank you for the question, Mr. Ryan. It is an excellent question, and I am really glad you asked that. One of the first things I did when I came onboard was to look at our data mining analytical capabilities, and we had a limited form of that. And what I have done over the last 15 months while we have been

downsizing is some of the critical hires that we have made have been in our IT sort of arena. We have hired a statistician. We have hired a specialist in data analytics, predictive analytics. I oversee a program that is a \$40 billion a year program, and so my hope is that as we develop the capabilities to do not only data analysis, data mining, but to analyze the information. Kind of like what Mr. Herr said earlier; it is great to get all this data in, but if you are not looking at it, if you are not analyzing it, mining it, seeing what it tells you, then it really does not mean anything. So we are on a fast pace to be able to do not only the data mining portion of it, but the predictive portion.

Mr. RYAN. Do you do that yourself or do you contract that out?

Mr. MONTOYA. We have been doing that ourselves. It is far cheaper to do it ourselves. And we have specialists that understand the programs. They understand the intricacies of how the programs work and where the funding comes from and these sorts of things.

So, quite frankly, to your answer, yes, we are building on our capacity and it is my hope that if we get this right, I do not necessarily need to have another 712 staff, not that I would not deny that if you offered it. I am just saying that my hope is that with these data analysis predictive capabilities, it sort of drives where we need to be, where we need to be looking. And to the extent we can do that, we can become a lot sharper at the tip of that spear, if you will, to get to where we need to be than to wait for it to happen and then come back in to pick up the pieces if you will. It is more of a preventive sort of thing or as one person had said it, it is sort of skating to where the puck is going to be, if you are into hockey. You want to skate to where the puck is going to be. You do not want to really wait until the last second because you are never going to get there. So that is what we are focused in on.

Mr. SCOVEL. We have done some of that as well on the investigation side. We have worked to develop our own predictive data analytic capability, and it has proven to be fruitful for us on investigations.

We have also made good use of what is called the Operations Center over at the Recovery Board. They have some very capable and sophisticated databases that they were able to mine, not only for my office, but for any IG in the community these days. They have opened the door for cases and allegations that do not even need to be recovery related, but that may help us in the rest of our work.

On the audit side, we are able by the nature of our work to do less of that. My concern is simply making sure that we are able to update the computer systems and connections that we have, particularly between headquarters and the field, so that we are able to move back and forth the significant amounts of data that we have to in order to bring the analysis to bear on it. My office has about two-thirds located in Washington and a third located in field offices across the country. To the extent that we can better communicate, it will certainly make for a better product for us. Right now we are hampered on the IT front by just the hardware and the communications links that are a generation or two behind.

Mr. RYAN. Great, thank you. I will submit a question for the record with regard to the pipeline and hazardous material safety administration oversight. Thank you, Mr. Chairman.

Mr. LATHAM. We have totally blown to Hell my 5 minute rule. Mr. Quigley.

Mr. QUIGLEY. Thank you, Mr. Chairman. You know, Mr. Chairman, when I was lucky enough to be appointed on this Committee, I started talking about transportation. And my predecessor put his arm around me and said, by region you mean Chicago, right? But I am sure he would appreciate my asking you a little bit about the oversight of the Federal Railroad Administration on the Railroad Rehabilitation and Improvement Financing program. I understand your office is starting to look at that. They were authorized to provide up to \$35 billion in loans and loan guarantees to railroads and other entities, and they have gotten less than 5 percent of this money out. Could you let us know how a system like Metra who is curious about this how your inquiries on this are going?

Mr. SCOVEL. We will. I'm not in a position to advance a most general answer to you at this point. We have just announced an audit into the RRIF Program. Your numbers are absolutely right, \$35 billion authorized, five percent or so actually used by systems throughout the country.

It's been a point of consternation and concern for the Department as well as for the Congress because it's an avenue to—we hope everyone does—to get money out to systems that can best use it. Yet no one has been able to put their finger on why it's so underutilized. We have a very small team of economists plus some auditors in my office who are going to study it and see what the impediments are. What are the reasons why it's not being used more extensively? We'd be happy to speak with you further, sir.

Mr. QUIGLEY. If you could, what's a typical timeframe? Typical's probably a tough word for something like this to be completed?

Mr. SCOVEL. Sure. We shoot for 10 months. In all candor, we rarely make it. Often it's more 12 to 14 months, but we'll do all we can on this one knowing your interest.

Mr. QUIGLEY. And I appreciate your following up with us. Let me ask Mr. Montoya first about something else, cyber security issues. Can you speculate or give us your best information about cyber security issues at HUD?

Mr. MONTOYA. Yes, sir. We recently completed an audit of Ginnie Mae and just generally some of our other audit work on their IT system. And there have been a number of concerns that have been raised with just the security of the systems and their oversight. It can range anywhere from their failing to lock out an individual who's left the organization, for example, to generally on most computers if you try to log in and you hit the wrong password three times it locks you out, well in the case of Ginnie Mae there was no such thing. You could have been doing this forever and it would never have locked you out.

So, those types of vulnerabilities we've been looking at and recently provided that audit. I specifically have spoken to Ginnie Mae's senior staff about that. Certainly issues that they're going to be looking at. But we have not had any indication that we've had any serious breaches per se, but there are definitely vulnerabilities

and it all goes back to an earlier statement I made about how poor their IT infrastructure is and how old and dated it is and the trouble that they're having getting this stuff more robust and real time if you will.

Mr. QUIGLEY. Mr. Scire, do you want to join in on that?

Mr. SCIRE. We haven't done any work on cyber security at Ginnie Mae.

Mr. QUIGLEY. Okay. Mr. Herr, the same questions that relates in your testimony, you talked about the fact that DoT has to improve its workforce planning and hiring for cyber security personnel. You see this an issue government-wide with your experience?

Mr. HERR. Yes, our team at GAO that focuses on IT has highlighted this is an issue across government. In the case of DoT in particular, they are near the bottom of agencies that OMB ranks in terms of compliance with the FISMA standards. That's a troubling development we've seen. I'm happy to follow up if you have some additional questions.

Mr. QUIGLEY. Thank you. Any other panelist on the issues of cyber security within the realms they cover?

Mr. SCOVEL. Thank you sir, just very quickly my office does the annual FISMA audit for DoT. Mr. Herr is absolutely correct. DoT has been near the bottom for a number of years. However, both with secretaries and deputy secretaries in the past administration and in this one, it's had their full attention. Their best intentions have been largely hamstrung not so much by funding constraints but by prioritization. In order to keep systems up and running and fully operational on a day-to-day basis, that's where funds and limited manpower have needed to be prioritized.

In their estimation cyber security, not only at DoT but across government often takes a second row seat.

Mr. QUIGLEY. Priorities aside, why is it so difficult to retain the personnel needed?

Mr. SCOVEL. I speak from experience because last week we lost a very capable IT security person who, in fact, went to the private sector. That's where they often go. More flexibility, more money, all of those kinds of reasons. To talk about your interest in cyber security, he led our penetration testing of the U.S. Merchant Marine Academy, and we found then that the systems that the Academy relied on to protect student data, medical data, application data, social security numbers, all of that was wide open. We got into it within a couple of hours. We presented those results to the Department, and they're working on fixing it.

Mr. QUIGLEY. Well, thank you all for keeping us up at night.

Mr. LATHAM. Thank you, Mr. Quigley. Mr. Joyce, did you have any question? I think you're—

Mr. JOYCE. Thank you, Mr. Chairman. Yes, I was wondering as far as in a letter sent to Secretary LaHood on March 7th by the transportation infrastructure chairman Bill Shuster and Senator Thune, it was noted the yearly travel budget for FAA employees is approximately \$179 million? Could this be an area of potential waste?

Mr. SCOVEL. Possibly. I must put that in quotes and italicize it because we haven't audited that. I can't even verify that that number is correct. I have no reason to believe that it's not. From my

experience trying to run my own office, which is a vastly different kind of operation and a much smaller scale, there are typically cost saving measures that can be taken around travel. We've put them in place to beneficial effect in my operation and that level of scrutiny may well bear fruit for FAA as well.

Mr. JOYCE. Certainly possibly inefficient at least?

Mr. SCOVEL. Yes, perhaps.

Mr. JOYCE. Thank you. I yield back.

Mr. LATHAM. Thank you very much. I think on this round we've—well, we're going to quit at least by noon but we will actually enforce the five minute rule on this round, okay? Some really good stuff here but I wanted to go to the earlier testimony, Mr. Montoya, about FHA and the fact that, you know, they have a negative one point four four percent and you'd said the sixteen point three billion negative?

Mr. MONTOYA. Yes, sir.

Mr. LATHAM. Okay. And you say they're hard to audit. They should have quarterly reports. They're paying claims that they shouldn't be paying apparently.

Mr. MONTOYA. Right, sir.

Mr. LATHAM. Okay. Big question. I mean how soon, are they going to have to go the Treasury to ask to get money or?

Mr. MONTOYA. We won't know that, sir, until the President puts his budget numbers out. So, I couldn't tell you that. I don't think anybody knows at this point.

Mr. LATHAM. You have any comment here?

Mr. SCIRE. We'll know a lot more when the budget is out though we get some indication through the financial statement audit which indicates that there would likely be a \$16 billion upward re-estimate. So, the budget would need to show that the new book of business and any policy changes that FHA might implement would bring in a similar amount or more.

Mr. LATHAM. But if it's hard to audit how are you going to base anything on real information, real data?

Mr. SCIRE. I don't question that it's hard to audit. I think that the actuarial review actually gives you useful information, what they've done with the actuarial review in moving toward this technique of stochastic simulation, we think that gives you more accurate estimates of the value of the mutual mortgage insurance fund. So, I think that is a real important resource for information about where FHA stands and that is what we have right now. It's telling us that considering expectations for loans going forward that the fund has a negative value.

Looking ahead, once the budget is presented then one would need to drill into the assumptions that are used for coming up with the estimates. Those assumptions are different than what is in the actuarial review. And so, that is something that one could definitely take a look at, how reasonable those assumptions might be.

Mr. LATHAM. You testified about the claims situation. How is this happening that they're paying claims that they shouldn't?

Mr. MONTOYA. Well, our concern, much of what we've been doing with regards to our review of lenders and services and the claims that they put in, the falsities they created, it might—

Mr. LATHAM. Intentionally? I mean, is fraud?

Mr. MONTROYA. Hard to tell. A lot of it was fraud. Certainly the Robo signing piece was fraud where they were signing documents that they had not actually overseen or notarizations that they weren't present for, those sorts of things.

Mr. LATHAM. Have they been referred to criminal?

Mr. MONTROYA. Most of what we've done on those particular cases, the Department of Justice hasn't taken any of those individuals per se criminally. We've looked at the company as a whole to reclaim some of those monies as we've been doing over the last year and a half.

A lot of what we have been doing with regards to reviewing these loan files, loan file reviews is what we call them, is really a programmatic issue. And what we've been stressing to HUD is that they really need to be a lot more robust on this and not just depend on the work we've been doing. But the reality is the way the FHA insurance fund is setup is 100 percent of the claims will get paid right after a claim is made.

So, really in fairness to HUD it's always an after the fact scenario where they're coming back to look at the loan file. And if they believe that it was poorly underwritten only then do they go back after the money. So, it is kind of a catch-22 for them. So, it's difficult for them but we keep stressing is that they do more of that review and kind of along the lines that we did but we used data analysis, if you will.

We used statisticians to pool statistical representations of these loans that had gone either into default or to claim to identify a universe, let's say 100 and then we looked at those.

So, those kinds of things is what we're stressing HUD to do and it kind of goes along with the question Mr. Ryan asked earlier about using data analytics to be able to do this stuff for us.

Mr. LATHAM. But if you get garbage in I mean, you testified earlier you're not getting good information to begin with.

Mr. MONTROYA. Right, right. Correct and that's the concern. I think really from the standpoint of when you have a hundred percent guarantee quite frankly, you're going to get garbage in because there's really no financial stake, right, not to make a loan, if you will, if you know that on the back end if it goes bad you're going to be made whole. So, that therein lies the inherent problem with, I think, that sort of idea.

Mr. LATHAM. I was handed a piece of paper, four and a half minutes.

Mr. MONTROYA. I'm glad to see, Mr. Chairman, that you as well are being held to that.

Mr. LATHAM. I will stop myself.

Mr. MONTROYA. Yes, sir. Thank you, sir.

Mr. PASTOR. If you need additional time I'll use—

Mr. LATHAM. Come on!

Mr. PASTOR. Thank you. Multi-housing Association, one of their concerns is as the economy is starting to improve as they see it, and now you see the apartments and multi-housing, that that industry is beginning now to show some growth and people want to invest and you have—and they're very concerned about FHA. Not so much about the problems you bring to us today but that it continued to exist and be able to participate because in many cases

this is where they're going for the funding because in the private sector either is not lending or is lending at such high fees that it makes it unprofitable to—

And so, they're worried about the economy and their particular industry. And they're concerned if there is reform, if we do have reform in the future where FHA will be. I really couldn't assure them of where it's going to be but they're very interested what FHA has been able to do and what it can do for their industry. Yet, with the problems they have what do you anticipate?

Mr. MONTROYA. Well, sir, I certainly couldn't comment on where reform will go.

Mr. PASTOR. Sure.

Mr. MONTROYA. I'd be as interested in that as anybody. So, it's hard to tell. Quite frankly, FHA is well beyond its original mission on the amount of exposure they have. So, my discussions with them are as they are pulling back, trying to get back closer to their original mission. How that will impact what was available before, there will be, I'm sure, some impact. But where the Congress and FHA will take reform I couldn't tell you.

But I think at the end of the day with FHA pulling back from where it is and the sheer size it has become, there are going to be impacts to single or multi-family.

Mr. PASTOR. Probably negative?

Mr. MONTROYA. Well, you won't have as much absolutely.

Mr. SCIRE. What I would point out is that it's inextricably linked with the resolution of Fannie Mae and Freddie Mac because they also serve part of this market. There is also a connection here with the low income housing tax credit which is the biggest federal support for production of affordable housing.

So, I think moving forward and looking at what the role of FHA will be, it will be very important to consider the companion roles of these other ways of supporting housing finance.

Mr. PASTOR. In reading your report and I can't remember which one, we talked about the inspectors. The FAA and how we're contracting more to private companies and the inspectors seem to be utilized not as well as it should be in terms of where they're at and what they're doing.

In the past we have added more inspectors and we're not doing a good job with what we have. With sequestration coming what do you anticipate's going to happen to this whole safety of the aircraft due to the problems it will have to the inspectors?

Mr. SCOVEL. Thank you, Mr. Pastor. Certainly this committee and the Congress face that dilemma of how much to fund when it comes to a priority like safety. Some will say you can never do too much. However, in today's environment, clearly we're at that place, and the Congress needs to look to the Agency to do all that they can to use everything that they have already been allocated.

Our work with regard to FAA and aviation safety inspectors shows that the staffing model is not yet a useful tool for driving budget and plans. I see your book is open to a graph showing the wide fluctuations in the number of recommended staffing positions that FAA's own staffing model has presented it. It's gone all the way from the 300s up to the 900s in the space of about 20 months. It's not because inspectors are walking out the door but rather it's

some deficiency with the staffing model that FAA and the Volpe Center, which produces the model for them, need to work out.

In the meantime, for you and for my office, it does show that those numbers are unreliable. To take that a step further, the Agency has not yet taken, fully absorbed, and applied all of our recommendations with respect to basing inspectors' work assignments on the basis of risk and targeting those scarce inspector resources to areas where they're most needed.

We have an audit underway, and I mentioned it in my opening statement, concerning repair stations, both domestic and overseas, performing contract maintenance for our airline carriers and the degree that FAA applies oversight to those. They're sending inspectors out on a rote basis. You've got to hit every station every year. They rarely make that. There's no effort to quantify and analyze the risk that's presented at specific stations to make sure that they get the oversight and the degree of scrutiny that they need.

Mr. LATHAM. Thank you. Mr. Cole.

Mr. COLE. Just for the record I will always yield you time, Mr. Chairman, when you're up against the five minute rule. It's one of my jobs. I just have one question, Mr. Montoya. As I'm sure you're probably aware, this Committee has historically been and appropriately been very concerned about unobligated balances in NAHASDA, the Indian housing program. And with this fiscal climate that we have now, undoubtedly we're going to be looking at that even more intently.

As you may be aware, tribes receive their funds through NAHASDA generally have a significant amount of bureaucratic red tape to go through. They have NEPA statements and compliance, environmental impact studies and the like and that's all before they can obligate any funds. At the same time, it appears to me, I used to hear a lot about the tribes coming to the office and this was their point of view. That HUD takes an inordinate amount of time to award the dollars that are part of program.

HUD just last month, just got around to awarding the fiscal year 2012 dollars for the program. And that puts the tribes like 18 months behind the eight ball in terms of being able to move through the process in a timely fashion. Do you know or do you, have you thought of any reforms that HUD can and should take to ensure that there's a more timely dispersal of the funds and the tribes have enough time to plan and actually use the resources they've been given?

Mr. MONTOKA. Well, sir, I'll have to admit to you we've not had a lot of body of work done in Native American country. And I recognize how important that is. I was with the IG's office at the Department of the Interior and so very familiar with the Native American country. But we haven't had a lot of work but I'll tell you after having heard your two concerns here today I'm beginning to wonder why we haven't done more work and I'll be looking to do more of that because it sounds like your constituents are bumping up against some pretty long waits, if you will, which for me the rest of HUD doesn't seem to be bumping up against.

So, I will certainly add that to my list of items to look at and get back to you, sir.

Mr. COLE. I really, really appreciate certainly seeing a lot of the housing on reservations and it's a very difficult and challenging situation.

Mr. MONTOYA. Yes, sir. I will get back to you.

Mr. COLE. Thank you so much. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Cole. Mr. Quigley do you have any questions?

Mr. QUIGLEY. No, sir.

Mr. LATHAM. Mr. Joyce? Okay. Mr. Herr, earlier you talked about the unmanned aircraft systems and the challenge that has for the FAA. And they're supposed to be integrated into the system, national system by 2015, is that correct?

Mr. HERR. Yes.

Mr. LATHAM. Do you know—noted they're challenged in this effort by limitations and its ability to share data with the DoD?

Mr. HERR. Correct.

Mr. LATHAM. It's got to be a high priority both for the research and commercial airspace industry. Can you elaborate as far as the data challenges that they face and maybe suggest ways that they could improve access to the processing of the data.

Mr. HERR. Yes. Thanks for the question. It terms of this issue it's FAA getting data from DoD in particular. And what we found in some earlier work was that there was a, for lack of a better word, data dump. They were given a lot of information by DoD. It wasn't necessarily readily usable by FAA to help make some of the determinations about safety and performance.

My understanding is they've entered into an MOU now with DoD and have brought in a contractor so they can help have a better sense of data needs. MITRE is the contractor to do the work, and identify some of the key data fields. From that, it'll be important to develop the standards, procedures, rules and then roll that out, train the controllers and also do certifications as warranted for the people that will be operating these. Then, hopefully have it ready for the next steps.

Mr. LATHAM. It's going to take a multi-Agency effort with FAA, the DoD, DHS. Do they have the organizational leadership structure in place to do this?

Mr. HERR. A lot of this is being done out of their joint planning and development office, which we refer to as JPDO. What my colleagues who that focused on this work at GAO have reminded me is that they're focused on the safety side, the avionics. But I think that as Mr. Pastor mentioned when he came in in a light comment about the drones, there's a lot of other concerns beyond just the integration into the civil airspace that is part of this.

FAA has its piece but it's also going to be challenged to work with these different parties. I think consistent with the conversation we had earlier about demonstrating progress, there are also milestones in the FAA re-authorization bill that they still are working to meet. And they need to be doing that in a timely way as well.

Mr. LATHAM. Okay, thank you. Mr. Scovel, do you think they have the proper organizational structures in place to meet the mandate and then also have you identified any weak links or vulnerabilities that they have?

Mr. SCOVEL. Organizational structures as the Committee well knows, FAA has established a UAS integration office. It's tasked with pulling together air traffic equities in this matter as well as flight standards, meaning aircraft certification, pilot training and medical concerns. As the Committee's hired skeptic, we'll have to say the jury's still out on how well this integration office will function.

We have seen FAA struggle in the past particularly in the NextGen area where interests of air traffic, flight standards and airports have all needed to be woven together. Whether it's been under the JPDO or under the newer organization that FAA still is putting into place, it hasn't been fully successful. I think we have to hang a question mark yet on whether this integration office can actually do it.

To follow up on Mr. Herr's observation that FAA's interest is safety and efficiency of the NAS in many respects: in the past, FAA has been quite good at that. Yet this is an entirely different beast when we encounter UAS integration because of the privacy interests. Everybody recognizes that there is potential for this country economically speaking. My numbers show perhaps \$89 billion in the industry over the next 10 years, thousands of jobs. It's a race that's ours to lose at this point because we're that far ahead with the military aspects of UAS technology. Yet on the civilian side it's much different when we see filibusters in the Senate, and we see communities right here in Virginia legislating, attempting to ban drones in that community's airspace. FAA is going to have to wrestle with all of that, and they're not well-equipped to do that right now. It's reflected in the fact that in the solicitation that they sent as invitations to participate in the six test site areas. They inquired of the applicants, "Tell us what you think your priority or your privacy measures ought to be."

Rather than stating that as a requirement up front, they're looking to get all the input they can, which is not a bad strategy given the dearth of experience and expertise that exists in FAA on this point right now.

Mr. HERR. Mr. Scovel's comment prompted me to remember another point. They were looking up to staff up the office, our understanding is they have about 20 people in the UAS office. So, they were just beginning to get the people involved. So, it's a long term effort.

Mr. LATHAM. You are not instilling confidence. Mr. Pastor?

Mr. PASTOR. Well, I'm going to go and just ask a question on TGen. I think I've been living with TGen now for about eight years I guess. And I guess it was moving forward but déjà vu all over again, they have the problems. Now we have the sequester and the capital program will be reduced by \$137 million.

Obviously, that's going to have ramifications and what do you project some of the problems it's going to cause as we try to develop this system and get it in place one of these days?

Mr. SCOVEL. Thanks, Mr. Pastor. It will have ramifications in the development of some of these capital projects that are part of NextGen or closely allied to it by way of foundational programs. While we can safely say it will have effects because of gaps in FAA's ability to project those effects down the line of NextGen pro-

grams all the way to full program implementation, I don't know that we or FAA can say exactly at this point.

This would get me back to a point that I made earlier about the value of our integrated master schedule recommendation to FAA and to the Congress. When events like sequestration come up and cuts needs to be made to specific programs or there are technical difficulties that become an impediment to quicker execution of a program, FAA is unable to see how that will influence the timing and sequence down the line. A master schedule may well help them do that.

FAA, to be totally fair to the Agency, has accepted that recommendation. They have embraced it and they are working to produce that master schedule by the end of this year.

Mr. PASTOR. What is the probability that they're going to have it done?

Mr. SCOVEL. Fair at this point. I'd say at least 50/50.

Mr. PASTOR. So, that probably means it's not going to get done.

Mr. SCOVEL. I can't prejudge as the IG, even as the hired skeptic.

Mr. LATHAM. If you say 50/50 that looks pretty darn——

Mr. PASTOR. That's pretty darn good by our experience for sure. You know, I remember when this whole thing got started we were going to be working with NASA and bringing in the airlines and we had the air traffic controllers and everybody going's to be involved. And then we were having problems coordinating it and then it just got further and further behind. In your opinion, what is the status of it today?

Mr. SCOVEL. Of NextGen?

Mr. PASTOR. NextGen.

Mr. SCOVEL. ERAM, for instance, is going to get done by the end of 2014.

Mr. PASTOR. Four years late?

Mr. SCOVEL. It will be four years late at that point. It won't be the same ERAM that was advertised to be completed at the end of 2010. It'll be a somewhat reduced and shrunken version of ERAM. It'll need to be plussed up with technological improvements for the rest of the decade at least and probably into the '20s.

Other programs haven't been fully fleshed out by FAA yet. Programs like terminal modernization, ADS-B, SWIM, and DataComm have been identified in segments and funded and baselined in smaller segments, which gives us some assurance that at least that segment may stand a chance of getting done on time. However, they haven't projected what the programs will deliver all the way, and they haven't linked it all together in terms of timing and sequence yet.

You'll remember, sir, FAA's original prediction was that NextGen would be complete, bought and paid for—\$20 billion for government, \$20 billion for the industry—by 2025. This is not going to happen. It's going to be 2035 perhaps. Our estimate and other knowledgeable sources say 2035 at the earliest and perhaps after that and cost figures double or triple the original \$20 billion for government.

Mr. HERR. I would just underscore the importance of these integrated plans. There are tools to help manage these complex systems and looking at the risk and cost analysis is an important way

that agencies like FAA can better manage the risks of these kind of purchases. The dollars are big, and it gives rise to some of the terms people use, ForeverGen not NextGen because the timeline is so long, which I think is unfortunate. Mr. Scovel referenced the timeline that his office is considering. These are complex endeavors but they're also having to maintain the existing infrastructure while this is rolling out.

One of the things I identified in my statement is a \$310 million backlog in maintenance for these older facilities. You're going to start to get into the position of having to maintain these old radar systems. We're going to maintain these old buildings until NextGen happens. Those are good, important oversight questions for your committee.

Mr. LATHAM. I'm going to enforce the one minute rule on you. And I would invite everyone, you know if you have more questions submit them and we'd appreciate very much your response to those. The NextGen thing I'd go back, if I'm not mistaken the Bush Administration when they shut out basically the air traffic controllers from any part of input on the system I think delayed the whole thing a lot. And it really got off to a rocky start because they didn't include the people who were going to be running the system and the experts in the system.

Mr. PASTOR. You remember though right in the middle of a contract negotiation, remember they were having those—

Mr. LATHAM. Right. Let me just say thank you for the great job that you all do for us and we want to continue to rely on your expertise and your great work in the communications.

Okay, one question, for each of you very briefly, is there anything in each of your Departments that you see as a potential problem that nobody is looking at today?

Mr. MONTROYA. That no one's looking at?

Mr. LATHAM. That no one's even thought about. I mean are you concerned that there's something, see signs of something popping up here?

Mr. MONTROYA. Yeah, I'd be afraid of what I don't know. No, I don't know that the problems, the major issues that we have we haven't already teed up. Part of what I think my data analytics, predictive analytics capability will do is hopefully find those anomalies that none of us ever knew about. So, that's really my hope with where we're going with our IT oversight capability, sir. Thank you.

Mr. LATHAM. Okay. Mr. Herr.

Mr. HERR. The area that's not hidden but it's one topic I mentioned in my oral statement that's on our high risk list: surface transportation financing. We've had the Federal Gas Tax at the same level since 1993. It's well-known we're looking to go to the General Fund. It makes it very difficult to fund infrastructure with this kind of arrangement and so, I'd be remiss if I didn't mention that issue as it's something we highlight.

Mr. LATHAM. I don't think anybody knew that that was an issue.

Mr. HERR. Well, it's not a hidden issue but it's also one that—

Mr. LATHAM. It's absolutely critical and we got to find an answer to it.

Mr. SCIRE. Yes, I would just highlight two. They are known but they're very important issues that really need resolution. One that we highlight in our high risk update is modernization of the housing finance system. And so, there's still a lot of work yet to be done to figure out where we'll end up at the end of the day.

The other is, and we do highlight this, is the idea of overlap fragmentation and duplication across the various tools that the federal government uses to support housing. From tax expenditures to grants to loans and so forth and I know there's been some attempt here particularly in the multi-family arena to try to bring together and to make more uniform some of the requirements that all the different programs operate under. But we think there's more that can be done. And there's a lot more that can be done in the single family arena in trying to look for opportunities for consolidation across agencies.

Mr. LATHAM. You've transmitted those suggestions or you're——

Mr. SCIRE. Yes, we have and I'd be glad to provide those. <http://www.gao.gov/products/GAO-12-554>.

Mr. LATHAM. Authorizers and everything also?

Mr. SCIRE. Yes.

Mr. LATHAM. Okay. Yes. You have the last word.

Mr. SCOVEL. I will try to keep it short. Really nothing new. Surface financing and cyber security haven't been mentioned, but those are perennial concerns. I'm with Mr. Montoya. I worry about what I don't know.

Mr. LATHAM. Right.

Mr. SCOVEL. Because the question always is, testifying before any committee, "Mr. IG, where were you on this?" When we're unable to get to it, that's what keeps me up at night.

Mr. LATHAM. Very good. I appreciate your testimony and we will be in touch and keep up the great work. Thank you. Adjourned.

Ranking Member Pastor Questions for the Record
Asked of the Honorable Calvin L. Scovel III, Inspector General, DOT
House THUD Subcommittee Oversight Hearing on Management Issues at DOT and HUD
March 14, 2013

FAA's Progress on NextGen

1. **Question:** *Under sequestration, FAA's capital program will be reduced by \$137 million. ERAM will continue to be a priority but what other NextGen programs will be at risk for delay under these reduced funding levels?*

Answer: It is unclear what the impacts of sequestration will be on NextGen programs. We are not in position to give an assessment because FAA is still working out the details of how programs will be impacted in fiscal year 2013 or beyond. According to FAA officials, FAA will protect key NextGen programs that have been formally baselined, such as the Automatic Dependence Surveillance-Broadcast, System Wide Infrastructure Management, and the initial stage of Data Communications (DataComm). The Agency will also protect foundational programs such as En Route Automation Modernization (ERAM). However, reductions in funding will likely delay some efforts such as the integration of airport surface surveillance systems, future ERAM software releases, and the more beneficial elements of DataComm targeted for the high altitude environment.

2. **Question:** *A key component of NextGen is the development of new procedures that will provide more efficient departures and arrivals into airports. In your view, is FAA doing an effective job at implementing these procedures at critical airports?*

Answer: FAA is making progress in developing and implementing new performance-based navigation (PBN) procedures at critical airports, but challenges remain. FAA has important PBN efforts underway that focus on achieving benefits, such as its metroplex initiative (a 7-year effort to improve the flow of traffic and efficiency at congested airports in 13 major metropolitan areas) and the "Greener Skies Over Seattle" project. However, it is uncertain when airspace users will see widespread and expected benefits.

While FAA has completed studies or performed procedure design work at 8 of the 13 metroplex locations, it has only begun the implementation phase for 1 location (Houston). Additionally, many airspace users that are equipped with advanced avionics would like more advanced PBN procedures than FAA's current metroplex efforts provide—specifically, those that regularly allow for more precise and curved approaches to airport runways. This remains a key issue.

To realize the benefits of PBN, FAA must address a number of obstacles. These include streamlining its processes for developing new procedures, updating controller policies and procedures, and introducing new automated tools to allow controllers to sequence and merge aircraft in a mixed equipage environment.

Ranking Member Pastor Questions for the Record
Asked of the Honorable Calvin L. Scovel III, Inspector General, DOT
House THUD Subcommittee Oversight Hearing on Management Issues at DOT and HUD
March 14, 2013

Transportation Safety Oversight

1. **Question:** *The FAA Authorization bill required your office to review FAA's new controller scheduling practices. What have you learned from your assessment so far?*

Answer: As you know, we are currently conducting a review of the impact that FAA's new controller scheduling policies have on controller performance, safety, and the Agency's operating costs. Scientific research shows that air traffic controller scheduling practices impact controller performance. Controllers generally work rotating schedules during which the start and stop times vary between day, evening, and night times, which leads to fatigue. However, we could not determine the extent to which FAA's new scheduling policies specifically impact controller fatigue because the Agency does not measure the effect of its scheduling practices on the controller workforce. Furthermore, ongoing fatigue research may prompt additional changes to FAA's scheduling practices to mitigate fatigue.

While most of FAA's new controller scheduling policies have not significantly affected costs, our ongoing work indicates the Agency could realize some cost savings through better scheduling. For example, 72 facilities that do not meet the Agency's minimum traffic guidelines for continuous overnight operations continue to have a minimum of two controllers during midnight shifts. Reducing services at these facilities during a portion of or the entire midnight shift could reduce Agency operating costs. However, FAA has not yet calculated the potential savings. We expect to report on our review of FAA's controller scheduling later this year.

2. **Question:** *Sequestration requires FAA to implement 11 days of furloughs across its entire workforce; won't FAA's controller scheduling efforts be even more complicated?*

Answer: Yes, implementing furlough days will make FAA's controller scheduling efforts more complicated. This is particularly the case at some of FAA's largest and busiest facilities, including those in New York, Chicago, and Atlanta. However, we have not analyzed the impact that any sequestration actions would have on air traffic controller scheduling practices or the impacts to the National Airspace System.

Ranking Member Pastor Questions for the Record
Asked of the Honorable Calvin L. Scovel III, Inspector General, DOT
House THUD Subcommittee Oversight Hearing on Management Issues at DOT and HUD
March 14, 2013

Recoveries and Civil Money Penalties

1. **Question:** *In each of the past five years, how much money have you recovered in civil money penalties, settlements or other recoveries?*

Answer: Over the past five years we have had a total of \$393 million in civil recoveries. The table below reflects the amount of civil recoveries secured in each of the five years.

FY2008	\$290,001,722
FY2009	\$46,473,000
FY2010	\$14,384,356
FY2011	\$30,765,214
FY2012	\$9,510,617
FY2013 (YTD)	\$1,402,880

2. **Question:** *How many cases were involved?*

Answer: The civil recoveries listed above were derived from 38 cases.

3. **Question:** *How many of the cases originated under the False Claims Act?*

Answer: From the 38 cases mentioned above, 28 of those cases involved the False Claims Act.

4. **Question:** *How many cases originated from your office?*

Answer: All but 6 of the 38 cases originated from our office. The aforementioned six cases were opened based on *Qui Tam* complaints.

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Asked of the Honorable Calvin L. Scovel III, Inspector General, DOT
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Question: Last year, Congress passed MAP-21, which streamlined many of the programs that fall under the jurisdiction of DOT. According to your testimony, the Federal Highway Administration and Federal Transit Administration face challenges in implementing changes to these programs – especially how they relate to the State and Department’s interaction over major infrastructure projects. The ultimate goal is for DOT to move away from process-driven goals toward more performance-based measures that are outcome-oriented for highway and transit programs. First, can you provide this Committee with an update on how this transition process is going? Second, what is the timeline for completion of this transition?

Answer: The Department of Transportation (DOT) and its major surface transportation modes—the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)—have been working to implement various Moving Ahead for Progress in the 21st Century (MAP-21) Act requirements. However, more work remains to achieve MAP-21’s goals for streamlining programs, expediting project delivery, and moving toward more performance-based investments. The Office of Inspector General has been proactive in initiating audits to evaluate the Department’s implementation of MAP-21 and planning audits that are appropriately timed to coincide with various MAP-21 deadlines. Because DOT is in the early stages of addressing MAP-21 requirements with varying time frames for completion, assessing the status of planned actions is challenging. In some cases, it would be premature for us to audit initiatives that are just under development and those that will take some time to be fully implemented, such as increased use of performance measures.

We recently completed and have ongoing or planned work related to:

- **Performance-based investments.** We recently reported¹ on actions that FHWA could take to improve its Highway Safety Improvement Program (HSIP), which requires States to use safety data to select projects and develop performance-based programs. To assess the safety impact of Federal highway funds, FHWA could better use the data that States provide in their annual HSIP reports with new information being developed on MAP-21 performance targets. In our longer term audit plans for MAP-21, we will evaluate FHWA’s efforts to collect data to assess progress toward new national safety goals and related performance measures.
- **Project delivery reforms.** We have work underway to assess DOT’s early efforts to implement MAP-21’s Subtitle C,² which requires it to identify and promote reforms that will reduce the time and money required to plan, design, and

¹ OIG Report Number MH-2013-055, “FHWA Provides Sufficient Guidance and Assistance To Implement the Highway Safety Improvement Program but Could Do More To Assess Program Results,” March 26, 2013.

² OIG Project Number 12M3007M000, “Audit of the Department of Transportation’s Implementation of MAP-21 Acceleration of Project Delivery Provisions,” November 28, 2012.

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construct projects. We are proactively assessing DOT's plans and progress in developing related regulations, guidance, and reports. We have also identified challenges to the timely completion of DOT's plans. We plan to issue a report later this spring. As required by MAP-21, we will periodically report to Congress on DOT's progress and provide a final report within four years of enactment.

- FHWA's operational efficiency. We have work underway to review FHWA's efforts to improve operational efficiency.³ Congress and the Administration asked Federal agencies to improve accountability in their operations, ensure efficient use of resources in a tight fiscal environment, and position themselves to meet new legislative requirements, such as the program consolidations that MAP-21 requires. In its strategic plan, FHWA emphasizes the need to ensure organizational resources are optimally deployed. We are currently reviewing the status of actions FHWA has taken or planned to ensure that agency resources are efficiently used to meet current and future missions—with an emphasis on actions FHWA has taken to conduct workforce planning and assessments.

We would be happy to brief you or your staff on the results of our completed work and the status of ongoing and planned audits. If you have any questions, please feel free to contact Joseph W. Com , Assistant Inspector General for Highway and Transit Audits, on (202) 366-5630, or Joseph.W.Come@oig.dot.gov.

³ OIG Project Number 13M3003M000, "Audit of the Federal Highway Administration's Efforts To Improve Operational Efficiency," January 14, 2013.

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Mr. Scovel, I have a few questions for you in regards to the Disadvantaged Business Enterprise (DBE) program. U.S. DOT, and more specifically the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), and Federal Transit Administration (FTA), are responsible for overseeing state recipients' certification and implementation of the DBE program. Specifically, FHWA is responsible for overseeing how state DOTs implement the DBE program on federal-aid highway projects and whether state DOTs comply with the requirements set forth in statute and U.S. DOT's regulations.

As you know, U.S. DOT requires DBEs to be certified in each state where they want to bid on or participate in U.S. DOT assisted contracts. FHWA has identified the DBE program as a risk area for a number of reasons, including the potential for fraud and abuse, as well as improper program implementation. Fraud in the DBE program has been a concern for years, and accountability measures have been put in place over the last few years. However fraud continues in the program, and is occurring in the Washington State DBE program.

Multiple business owners filed misleading or false applications in order to win lucrative transportation contracts through Washington State's DBE program. Some of the contracted businesses weren't disadvantaged at all. Yet a loophole in federal law allows businesses disqualified from the DBE program for cheating the system to continue work on federally-funded transportation projects – and get paid for it.

Given FHWA's role in overseeing the state DOT's implementation of the DBE program, Mr. Scovel could you answer the following questions:

Question: What is DOT OIG doing to ensure that DOT oversight of DBE certification is being executed in accordance with applicable regulations, so that fraud is not being committed in the certification process?

Answer:

We just completed an audit report of the DOT's DBE Program on April 25, with the objective of determining whether the program is being effectively managed and enforced at the Department, Operating Administration (OA), and recipient State and local level. (A copy of the report can be found at <http://www.oig.dot.gov/library-item/6101>) The Department places the responsibility for implementation of the program, including the certification process, on the recipients such as State highway agencies, airports, and transit agencies. The individual OAs within DOT who distribute the federal funds are responsible for overseeing their recipients to ensure compliance with the Department's regulatory program. Our audit findings identified weaknesses in the OAs oversight of its recipients and consequently, in recipients' certification practices, which increases the risk

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of regulatory non-compliance and potential fraud. Our review found that the Department needs to provide more comprehensive and standardized training and guidance to the recipients for implementing the program, especially regarding aspects of the certification process.

Therefore, we requested that the Department develop an oversight and compliance plan with the OAs which must identify and document the minimum oversight requirements and specific actions OAs must take when overseeing the certification process. Additionally, we have requested that the Department identify the specific actions the Department's Office of Civil Rights (DOCR) must take to fulfill its delegated responsibility to periodically evaluate the OA's enforcement and implementation of the program. We also have requested that the Department provide their newly implemented (February 2013) certification training to all staff involved in the DBE Program, and that DOT post the training materials on its DBE website to allow universal access to the guidance. We further requested that the training be enhanced by including guidance on performing oversight at DBE construction sites.

Currently, DBE fraud cases represent 32 percent of IG investigators active procurement and grant fraud investigations. In addition to grant and procurement fraud casework the IG investigators also engage in proactive efforts through the conduct of fraud awareness and prevention presentations. Those presentations include red flag indicators of fraudulent DBE activity, which should help the Department and its grantees identify fraud while conducting their oversight responsibilities.

Question: Is DOT's level of oversight of the DBE program sufficient?

Answer:

Our report found that DOT's oversight of the DBE Program is insufficient and did not ensure that recipients effectively implement the program. The OAs are responsible for conducting oversight; however, each OA uses different practices to oversee the recipients' DBE programs. Our audit found insufficient numbers of oversight reviews are being completed for the size of the program. For example, FAA only completed 7 compliance reviews in 2011, even though FAA had about 1,000 DBE recipients, while FTA only completed 13 compliance reviews even though it has about 600 recipients. In addition, the compliance reviews did not include a comprehensive or detailed review of the program. For example, the reviews generally excluded on-site project visits and frequently involved few or no certification file reviews. While FHWA Division Offices conduct oversight using a risk-based approach; FHWA has not established minimum requirements for its reviews and many divisions rated DBE as having low risk for fraud and abuse.

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Question: What does DOT OIG recommend be done by DOT and its Operating Administrations (OA) to improve the accuracy of certifications of DBEs?

Answer:

Our audit report did not make specific recommendations addressing how DOT could improve the accuracy of the DBE certifications. As mentioned, we are requesting the Department develop an oversight and compliance plan with the OAs which must identify and document the minimum oversight requirements and specific actions OAs must take when overseeing the certification process. These minimum procedures must involve steps to assess the States' certification practices and files, since our audit found OA's oversight practices rarely include a review of the recipients' certification processes and certification files. Additionally, we have requested that the Department post the material of its newly initiated (February 2013) certification training program on its DBE website for all to access and reference for guidance at any time. This will allow standard reference material for staff to refresh their memory and clarify what they learned in the training, and provide newly hired DBE staff that has not taken the training with the same standard guidance.

Question: How effective has the National DBE Program Manager been?

Answer:

Our audit did not specifically review the effectiveness of FHWA's National DBE Program Manager. FHWA hired a National DBE Program Manager in 2010 and she is the only FHWA's Headquarters' staff member that is entirely devoted to the DBE program. While we did not specifically look at the effectiveness of this individual's role, our audit did identify weaknesses in the effectiveness of program oversight carried out by all the OAs. FHWA performs DBE program oversight at the individual State Division Offices based on a risk assessment approach. However, our audit found that some states determined DBE risk as "low", and that Division oversight practices often did not include certification files reviews or visits to project worksites where DBE fraud may be more readily uncovered.

Question: Some State offices that certify DBEs have incentives to approve DBE applications when eligibility criteria are not met, in order to meet State DBE goals. There is an inherent conflict of interest. Are the accountability measures established by DOT/OAs sufficient to prevent fraud by certifying agencies, especially when there is only one certifying agency in the State? Are these accountability measures working?

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Answer:

Our audit and investigations did not identify, and we are not aware of, any States that offered incentives to approve DBE applications. There is a national aspirational goal of expending 10 percent of authorized funds for DBEs. Each state recipient sets a participation goal, independent of the 10 percent national goal, expressed as the percentage of authorized DOT funds it will expect to spend on DBEs for contracts that are awarded or committed in a fiscal year. These goals are based on the overall dollars awarded to DBEs rather than the number of different DBE firms who get certified or ultimately get work. Accordingly, the only goal that exists is based on how many net Federal dollars get awarded to DBEs, rather than how many DBEs get certified to participate in the program or how many DBEs are actually successful in getting work.

Question: Does DOT conduct adequate oversight of state certifying organizations?

Answer:

Our audit found DOT's oversight of State certifying organizations was insufficient. The individual OAs perform oversight of the DBE program but the Department does not monitor the consistency or quality of the oversight being performed. Only FTA performs reviews of the Unified Certification Program (UCP). However, over the last year, FTA has been sharing its reviews with FHWA and FAA since UCP certification offices certify DBEs to perform work for all OAs. A contractor performs FTA's UCP reviews; however, only a limited number of reviews are completed each year. For example, FTA performed only six UCP reviews in FY 2011, and only 3 of those 6 had been finalized at the time of our audit. More details on the number and various methods of oversight review performed by the OAs can be found in Table 2 of our recent audit report.

Question: I am concerned there are no significant repercussions for companies that misrepresent their business's qualifications in order to win government contracts. What management and oversight weaknesses has DOT OIG identified with respect to DOT's DBE program and do you have any recommendations to improve upon these areas?

Answer:

Our audit identified significant DOT program management and oversight weaknesses. All 8 of our audit report recommendations are aimed at strengthening these identified weaknesses. However, we did not focus our audit field work on the sanctions being implemented for DBEs that misrepresent their qualifications.

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During our review, we found that recipients and the OAs are very hesitant to invoke sanctions for non-compliance, including non-compliance with the certification process. OAs lack awareness of the instances of recipient non-compliance that are taking place partially due to the OAs' limited oversight and lack of direct communication with the recipients, especially regarding the certification process. Additionally, recipients infrequently impose sanctions against DBE and non-DBE contractors. For example, over the past 10 years from up to the time we performed our audit, FTA and FAA never withheld funds from recipients due to non-compliance, and FHWA had only three instances. FHWA Headquarters does not track the sanctions the Division Offices take regarding withholding funds, and had to conduct a data call to respond to this question.

As a result of the hesitancy to impose formal sanctions for non-compliance, DBE and non-DBE firms often face no repercussions when acting in noncompliance with the DBE regulation. OIG investigations cite this reluctance to take remedial action as a critical DBE program weakness and cause for DBE fraud.

Question: What steps does OIG recommend that DOT and the OAs take to ensure federal dollars do not flow to companies who have been kicked out of the DBE program for misrepresenting their qualifications?

Answer:

Firms that are indicted or convicted of DBE or other fraud should be suspended or debarred from further Federal work. OAs and recipients should check the government wide "Excluded Parties" lists to help prevent inadvertent awards to firms associated with wrongdoing. Nevertheless, we found that firms can slip through the cracks by misrepresenting the truth on a DBE certification application, since questions about whether they were ever denied certification require no follow-up. Qualification reviews are part of the certification process. Delayed, untimely, or inadequately completed certification reviews can lead to DBE awards going to unqualified firms or firms that are not entitled to participate in the program. We have requested the department improve training and oversight to reduce the number of awards that go to firms that are not entitled to participate in the program or the type of work being contracted.

Question for the Record

Submitted by Congresswoman Granger

DIRECTED TO HUD OIG

IN YOUR TESTIMONY, YOU BRIEFLY HIGHLIGHT THE **HOME PROGRAM**, WHICH IS DESIGNED TO CREATE AFFORDABLE HOUSING OPPORTUNITIES FOR LOW-INCOME HOUSEHOLDS. HOWEVER, YOU SIGHT CONCERNS ABOUT PROGRAM OVERSIGHT WEAKNESSES AND FRAUD ISSUES AS THEY RELATE TO THE DISBURSEMENT OF GRANTS.

CAN YOU PROVIDE THIS COMMITTEE WITH ANY EXAMPLES OF FRAUD AND OVERSIGHT WEAKNESSES? WHAT STEPS CAN HUD IS TAKE TO ADDRESS THESE PROBLEMS?

HOME Program

Fraud Examples (Investigation)

Our investigative work reflects that fraud perpetrated on the HOME program, similar to other grant fraud, is sometimes facilitated through opportunity, desperation, and greed. Defendants may be motivated by ease of access to the funds and by their ability to deceive program oversight by manipulating the grant procedures. Subjects of our investigations have included executive directors of community development departments and nonprofit entities, elected officials, construction company employees, contractors, developers, and investment companies. Our HOME program cases generally involve fraud schemes associated with embezzlement of funds, bribery, theft, false billing, and kickbacks. Often, our cases are referred to us from confidential informants, who are involved with the grant and contract processes and, on occasion, by the Department, our Office of Audit, the press, and the grantees themselves. The impact on local jurisdictions that are victims of HOME fraud can be significant in terms of the negative publicity it sometimes generates and the loss of rehabilitation funds to the local community. This impact is evident in the following case examples:

- The owner of a construction company in New Jersey and a contractor for a local neighborhood preservation program receiving HUD Community Development Block Grant (CDBG) and HOME program funds, was sentenced in U.S. District Court, Newark, NJ, to 39 months incarceration and 3 years of probation and ordered to pay HUD \$82,705 in restitution for his earlier guilty pleas to committing mail fraud, obtaining property through fraud, and offering and giving a corrupt thing of value. Over an 8-year

period, he paid bribes to a conspirator in exchange for more than \$652,448 in neighborhood preservation program contracts.

- A former commissioner for a Florida county government entity that receives HUD CDBG, HOME, and other HUD funding, remitted \$3,400 to the U.S. Department of Justice and was sentenced in U.S. District Court, Jacksonville, FL, to 21 months incarceration, 16 months home detention, and 36 months of probation for his earlier guilty plea to corruptly soliciting and accepting a bribe intended to influence a government business transaction. Over a 1-year period, he accepted \$60,000 in bribes from contractors in return for his influence or rewards involving county contracts.
- A former program manager for a Pennsylvania community development corporation, an organization that receives HUD HOME funds, was sentenced in U.S. District Court, Johnstown, PA, to 10 months home detention and 60 months of probation and ordered to pay the development corporation \$46,960 in restitution for her earlier guilty plea to committing embezzlement. She failed to report income or her actual household composition on two corporation loan applications and fraudulently obtained two loans and a grant. She later removed the HOME liens from the property deed without authorization.
- A grant administrator for a Mississippi planning and development district, an organization that receives HUD HOME funds, was sentenced in U.S. District Court, Oxford, MS, to 18 months home detention and 3 years of probation for her earlier guilty plea to conspiracy. Over a 1-year period, she and others created fictitious invoices and building inspections for nonexistent homes, deposited district payments into bank accounts controlled by others, and used about \$80,751 in district funds for their personal benefit.

Fraud-Oversight Weakness Examples (Audit and Investigation)

Some of those who have been caught perpetrating HOME fraud have confessed that they detected minimal program monitoring and oversight and have indicated that due to this, they were able to exploit the program for their personal enrichment. Indeed, some defendants have stated that when monitoring was conducted, the defendants were able to hand pick which projects would be inspected. This ability allowed the defendants to steer oversight entities toward projects that were completed in accordance with policies rather than risking exposure of their wrongdoing in certain other HOME projects. In other cases, defendants have stated that they were able to use HUD's Integrated Disbursement and Information System (IDIS) to indicate that projects were completed to take the final drawdown funds for projects that were not completed. Defendants indicated that they were able to easily do this because monitoring of transactions was limited.

In some cases, real estate developers submitted invoices purportedly from subcontractors along with draw requests. The HOME grantees did not verify the accuracy of the invoices with a subcontractor and processed the falsified invoices. Increased attention by HOME grantees to verification of draw requests and related HUD oversight would have a deterrent effect. One aspect of monitoring that HUD may want to consider is the use of independent third-party monitors in the HOME program. HUD used this concept in monitoring reconstruction grants (in this case community development grants) in New York after the destruction of September 11, 2001. Additionally, this concept was used in the Gulf States with five housing authorities for monitoring disaster recovery grants in the aftermath of Hurricane Katrina. The use of the third-party monitors could be incorporated into the administrative fees to manage the HOME program or as part of the underwriting process for project implementation. Separation of duties by HOME participants in their operations would be a sound fraud prevention strategy. The same individual should not design, implement, manage, and draw down funds for HOME-funded projects.

Our audit of Prince George's County, Largo, MD, found that the County generally did not administer its HOME program in accordance with Federal requirements (audit report number 2012-PH-1011, dated August 3, 2012). The County did not ensure that three of its four active housing development organizations were eligible and operating in compliance with program requirements. It also improperly committed program funds and could not show that it followed requirements related to program funds it provided for rental, downpayment, and rehabilitation requirements. Also, the County failed to perform monitoring according to program requirements. As a result, it made approximately \$2.4 million in ineligible disbursements and could not support \$1.3 million in disbursements. It also had about \$4.7 million in excess, improperly committed, or underused program funds.

Jack Johnson served as the Prince George's county executive from 2002 through 2010. In February 2011, he was indicted for soliciting and accepting things of value in exchange for providing and agreeing to provide favorable official action for and on behalf of developers and other favored contractors. He pled guilty in May 2011, and in December 2011, he was sentenced to about 7 years in Federal prison. James Johnson, the former director of the County's Department of Housing and Community Development, was also involved in the conspiracy and pled guilty in January 2011. James Johnson served as the housing director from November 2009 until December 2010. He had served as the acting housing director from October 2008 until November 2009. James Johnson was sentenced to 37 months in prison.

We recommended that HUD require the County to:

- Identify, at least annually, its universe of program subrecipients, development organizations, and applicable projects to review and perform monitoring according to program requirements.
- Implement a process to track, evaluate, and address the training needs of management and staff responsible for administering the program.
- Use its remaining administrative funds to strengthen its administration of the program.
- Implement the technical assistance agreement with the County to ensure that it receives the assistance it needs to run its program in accordance with requirements.

Below are additional audit reports showing examples of monitoring and oversight weaknesses identified and our corresponding recommendations for corrective action.

HUD's Proposed HOME Regulations Generally Addressed Systemic Deficiencies, but Field Office Monitoring and Data Validation Need Improvement (audit report number 2013-BO-0001, dated February 12, 2013)

HUD Office of Community Planning and Development (CPD) program officials' oversight of field office monitoring of grantee compliance was not sufficient to ensure that monitoring was effective and complete. HUD headquarters officials did not determine whether field office monitoring efforts were effective, identified systemic deficiencies, or oversaw the monitoring of non-high-risk grantees. This condition occurred because the quality management review process they relied on failed to identify systemic monitoring flaws and program officials did not use the information derived during onsite performance reviews to assess monitoring efforts. As a result, program officials could not ensure that they identified systemic issues requiring corrective action, such as seldom- or never-monitored grantees and longstanding noncompliant grantees. In addition, program officials did not assess the monitoring of grantees that field offices determined were not high risk to ensure the soundness of risk assessments and obtain early warnings of potential deficiencies.

We recommended that HUD develop and implement comprehensive procedures to assess the effectiveness and completeness of monitoring efforts using metric or query data, and evaluate the field office testing of non-high-risk grantees to ensure the soundness of risk assessments and obtain early warning of potential deficiencies as provided for in HUD Notice CPD-12-02.

The Municipality of Ponce, PR, Did Not Always Ensure Compliance with HOME Investment Partnerships Program Requirements (audit report number 2013-AT-1001, issued November 30, 2012)

The HOME-funded activity did not meet program objectives in that the Municipality disbursed more than \$327,000 for an activity that showed signs of slow progress without assurance that the activity would generate the intended benefits. This condition occurred because the Municipality did not take appropriate monitoring measures to ensure that its activities met HOME objectives. As a result, HUD had no assurance that funds were used solely for eligible purposes and that HOME-funded activities met program objectives and fully provided the intended benefits.

We recommended that HUD require the Municipality to:

- Reevaluate the feasibility of the activity.
- Develop detailed monitoring procedures and controls for its HOME program to ensure that HUD requirements and objectives are met.

The Municipality did not have adequate controls regarding information entered into HUD's information system. The Municipality reported to HUD more than \$2.5 million in HOME commitments without executing a written agreement or identifying the property in accordance with HUD requirements and with inaccurate commitment dates. It also failed to report more than \$11,000 in program income and recaptured funds. These deficiencies occurred because the Municipality did not properly monitor the accuracy of commitments and other information reported in HUD's information system. As a result, HUD had no assurance that the Municipality met HOME program objectives, commitments, and disbursement requirements.

We recommended that HUD require the Municipality to reconcile its program income and recapture funds with the information entered into HUD's IDIS to ensure that all receipts were properly recorded.

The City of Compton Did Not Administer Its HOME Program in Compliance With HOME Requirements (audit report number 2011-LA-1016, issued August 18, 2011)

The City's subrecipient did not enter required completion data into IDIS in a timely manner for 15 of its program activities. In addition, one of the activities needed to be canceled, and the balances for two of its activities needed to be reallocated to current activities. The subrecipient also could not provide adequate source documentation to support 10 open activities, totaling more than \$2.2 million in funds that were committed

in IDIS between 1993 and 2005. This deficiency was due to the subrecipient's lack of understanding of HOME requirements and lack of an adequate quality control system to ensure that required project completion data were complete, accurate, entered into IDIS in a timely manner, and supported. In addition, the subrecipient had not been routinely monitored by the City. Failure to enter project completion data may negatively impact future funding for the program. In addition, there was insufficient information available to determine whether more than \$2.2 million in program funds was expended for eligible HOME activities.

We recommended that HUD require the City to:

- Establish and implement effective policies and procedures to ensure that an adequate quality control system is maintained and required project completion information and beneficiary data are complete, accurate, entered into IDIS in a timely manner, and supported.
- Regularly monitor the subrecipient to ensure that project data are complete, accurate, timely, and supported.
- Conduct training for subrecipient personnel on HOME program requirements pertaining to entry of activity completion data and maintenance of supporting documentation for HOME projects and activities.

The Municipality of Mayaguez, PR, Did Not Ensure Compliance With HOME Program Objectives (audit report number 2011-AT-1006, dated April 8, 2011)

The Municipality disbursed more than \$4.4 million for two activities that did not meet HOME program objectives and more than \$2.8 million for an additional activity for which it could not support its compliance with HOME program objectives. We attribute the noncompliance to the inadequate monitoring of HOME-funded activities and the Municipality's unfamiliarity with HUD requirements. As a result, HUD had no assurance that funds were used solely for eligible purposes and that HOME program objectives were met.

We recommended that HUD require the Municipality to establish and implement appropriate monitoring procedures to ensure that HOME requirements and objectives are met.

Question for the Record

Submitted by Congresswoman Granger

DIRECTED TO HUD OIG / GAO

Mr. Montoya (HUD IG) and/or Mr. Herr (GAO):

Background:

Among the responsibilities of the Office of Public and Indian Housing is to ensure safe, decent, and affordable housing for all program participants. It is my understanding that life safety devices such as smoke alarms are required in all HUD housing be they hard wired or battery operated. According to the National Fire Protection Association, in home fires between 2005-09, 50% of smoke alarms failed to sound because the batteries were missing or disconnected and another 23% of alarms failed due to dead batteries.

Advancements have led to smoke alarms that today prevent consumer tampering and can power the alarm for a minimum of 10 years. By sealing the batteries into the unit's housing and circuitry, these alarms are tamper resistant. Further, the battery cells utilized provide a minimum of 10 years of operation, which is consistent with the recommended service life of smoke alarms as well as NFPA 72 - the national smoke alarm guidance standard.

The average 10-year, tamper resistant smoke alarm costs between \$18-20 – roughly \$5 more than a traditional battery operated smoke alarm. Since the alarm's battery does not need to be replaced twice a year – around daylight savings time for example – homeowners save between \$40-60 in battery replacement cost over the life of the alarm. In fact, as these alarms have become affordable, state lawmakers across the US have begun requiring the replacement of battery-operated smoke alarms with these more maintenance-free alarms. To date, California, Louisiana, Michigan, North Carolina, Oregon as well as Milwaukee and Philadelphia have passed laws requiring 10-year tamper-resistant battery smoke alarms, and since the beginning of 2013, seven additional state legislatures now have bills pending.

Also, I believe that HUD's safety standards for manufactured home were recently updated and now require the use of ten year life, tamper resistant smoke alarms.

QUESTION:

Has there been any discussion within HUD of expanding the requirement of the use of 10 year, tamper resistant alarms, in all public housing where hard wiring these devices isn't an option because of cost or the aging infrastructure?

- HUD has stated that it has had no such discussions and is not considering making this change mandatory for all public housing units at this time. OIG acknowledges that some States and localities have made the use of the tamper-resistant smoke alarms mandatory. According to HUD requirements, State and local requirements that exceed Federal requirements are mandatory for public housing units in those locations as well. Therefore, as States and localities mandate this change, all HUD-assisted housing, including public housing, multifamily insured or subsidized housing, and rental units in the Housing Choice Voucher program, will benefit as well.

Submitted by Ranking Member Pastor

Recoveries and Civil Money Penalties

- In each of the past five years, how much money have you recovered in civil money penalties, settlements or other recoveries?
- How many cases were involved?
 - The following schedule provides the number of cases and “recoveries” attributable to HUD OIG criminal, civil and administrative cases. For criminal cases, the amounts represent court ordered restitution and other recoveries such as asset seizures that are controlled by the Department of Justice (DOJ). HUD OIG does not actually recover these amounts because the ultimate collection is the responsibility of DOJ. Therefore, HUD OIG has no way of tracking amounts actually recovered. Also, the amounts below include the entire court ordered restitution amounts that are typically not broken out by agency. Moreover, they include amounts that are designated for victims. Our current case management system does not enable us to track the individual break downs of restitutions ordered in a case.

Data prior to April 2010 are not readily available as this is when HUD OIG’s Office of Investigation switched to a new case management system to track its cases. Accordingly, the available data for fiscal year 2010 provided in the chart below covers the second half of that fiscal year.

FY 2010 (April to September)		FY 2011		FY 2012		FY 2013 (through March 2013)	
Recoveries	Cases	Recoveries	Cases	Recoveries	Cases	Recoveries	Cases
\$110,609,845	274	\$261,607,653	501	\$4,523,343,363	406	\$401,358,439	184

- How many of the cases originated under the False Claims Act?
 - The following schedule provides the number of cases and recoveries included in the above schedule where civil recoveries were made pursuant to the False Claims Act. We do not track whether cases were actually opened under the False Claims Act. For example, investigative cases may start as criminal cases but are subsequently prosecuted by DOJ as civil false claims cases. Also, many cases originating as Program Fraud Civil Remedy Act cases are subsequently prosecuted civilly by DOJ under the False Claims Act.

FY 2010 (April to September)		FY 2011		FY 2012		FY 2013 (through March 2013)	
Recoveries	Cases	Recoveries	Cases	Recoveries	Cases	Recoveries	Cases
\$1,950,675	4	\$644,624	9	\$813,319,937	32	\$349,150,173	5

- How many cases originated from your office?
 - We do not track the origin of our cases. However, we estimate that well over 95 percent of the following cases originated with HUD-OIG.

	2010	2011	2012	2013 (through March)
Cases opened	1,353	1,240	789	327

Oversight of PHAs

- How adequate are HUD's assessment tools (PHAS and SEMAP) at identifying weaknesses in PHA governance?
 - HUD's assessment tools are based on information provided by the public housing agencies (PHA). Therefore, the adequacy is based on the reliability and relevancy of the PHAs' submissions. Our audit reports on individual agencies' Section 8 programs have shown, on many occasions, instances in which PHAs have not provided correct information through the Section Eight Management Assessment Program (SEMAP). HUD is aware of data reliability issues and has some additional controls in place to help it monitor PHAs, such as confirmatory reviews that verify SEMAP information reported. We have issued a recent report relating to the adequacy of HUD's oversight of SEMAP (http://www.hudoig.gov/Audit_Reports/2012-AT-0001.pdf). In this report, we demonstrate that SEMAP does not sufficiently meet its objective of identifying underperforming PHAs through this self-certification process. In response to our recommendations, HUD advised that it is implementing its "Next Generation Management System." However, until this system is implemented, its effectiveness remains to be seen.
- Is there an effort to identify PHAs that are on a downward trajectory in PHAS or SEMAP, but aren't yet considered troubled?
 - HUD field offices perform risk assessments at the beginning of each year to prioritize their monitoring efforts. Identifying risks includes identifying program missions, goals, and objectives to determine which risks are to be assessed. These risks are then analyzed at each PHA. The PHAS and SEMAP scores are included in the analysis process. Monitoring objectives are determined based on this analysis. The field office then develops risk-based methods to rate participants, programs, and functions, including assessing the Department's exposure to fraud, waste, and mismanagement. Finally, HUD establishes criteria for risk profiles. The risk profiles, which summarize the individual risk identified with a particular program participant (or program activity), help determine the level of resources required to fulfill monitoring responsibilities. Once troubled (see definitions below) or near-troubled agencies are identified, PIH field offices offer direct assistance, technical assistance grants, or assistance from the Office of Recovery and Prevention Corps.

- SEMAP: A PHA with a SEMAP assessment score below 60 percent is designated as SEMAP troubled. The SEMAP status carries special action and reporting requirements and may not be removed without a confirmatory review by the field office.
- PHAS: A PHA is designated under PHAS as a substandard performer if the PHA achieves a total PHAS score of at least 60 percent and achieves a score of less than 60 percent under one or more of the physical condition, financial condition, or management operations indicators. PHAs with the substandard designation are most likely in a downward trajectory. The HUD office with jurisdiction over the PHA must require a corrective action plan if the deficiencies have not already been addressed in a current corrective action plan. A PHA is designated as a troubled performer if the PHA achieves an overall PHAS score of less than 60 percent.
- Is there a standardized training program for PHA board members?
 - OIG is not aware of any HUD-sponsored standardized training program for PHA board members. However, professional organizations provide specialized training for board members.

Risk Modeling

- How would you assess HUD's progress in improving risk modeling?
 - HUD's Federal Housing Administration (FHA) has made improvements and continues to improve the accuracy of cash flow analysis from its modeling. HUD provides mortgage insurance to protect lenders against the risk of default on mortgages to qualified buyers. To estimate its liability for loan guarantee at the end of each fiscal year, FHA uses econometric models to project future cash flows of its loan portfolio. OIG contracted with an independent public accounting firm to review the reasonableness of the methodology and assumptions used in these models as part of the annual financial statement audit of FHA. As a by-product of this audit, a number of recommendations for improvement were identified and are discussed with FHA each year. For example, recently, OIG asked FHA to consider short-term versus long-term modeling to effectively respond to changes in the current mortgage economic environment, and FHA has been receptive to OIG's recommendation. Additionally, in response to OIG's feedback, FHA has made a number of significant improvements to its models in the last 2 years as a continuing effort to mitigate modeling risk and improve the accuracy of its cash flow analysis as noted below.

Fiscal Year 2012

- Implemented a stochastic interest rate and house price growth simulation rather than a single deterministic path to project the net present value cash flows. The stochastic methodology used 100 equally probable paths of house prices and interest rates and then averaged them to determine the final results.
- Introduced a claim type prediction model to separate real estate-owned (REO) claims and preforeclosure sale (PFS) claims. In prior years, historical average claim rates between REOs and PFSs were used. However, in recent years, the overall delay in claims has decreased REO claim counts more than PFS claim counts. Since REO claims have a much higher loss rate than PFS claims, the result could lead to a downward bias in overall loss rates. To avoid this potential bias, REO and PFS claims were estimated separately using a more sophisticated approach that will not be biased by claims processing delays.
- Improved the recovery assumption to better reflect program performance in stressful environments.
- Refined the cash flow model to provide cash flows at the individual product level (30-year fixed, 15-year fixed, 30-year adjustable-rate mortgage, etc.) rather than just aggregate cash flows.

Fiscal Year 2011

- Introduced a transition rate model to effectively break down claim rates into seven different default transitions from (1) current to default, (2) current to prepay, (3) default to prepay, (4) default to claim, and (5) three types of default to current (cure).
- Converted the cash flow models from Excel to SAS (Statistical Analysis Software), which eliminated the step of having to extract data from the Single Family Data Warehouse. The cash flow model was also changed to develop cash flow forecasts quarterly rather than annually, which enhanced the model output's granularity.

- Are there any outstanding recommendations that HUD has not yet implemented?
 - No, there are no outstanding recommendations relating to risk modeling. HUD has been receptive to OIG's recommendations and has implemented recommendations when and where appropriate.

Administrative Contracting Issues

- Other than debarments, does HUD, the IG or GAO track contractors who fail to perform their contractual obligations?
 - The Contractor Performance Assessment and Integrity System is used to document contractor performance assessments and evaluations. HUD had fallen behind in entering information into these systems. The Office of Management and Budget (OMB) is monitoring HUD's input into these systems and has given HUD a 75 percent goal. HUD's self-imposed goal is 85 percent. The Past Performance Information Retrieval System and the Federal Awardee Performance and Integrity Information System are other government-wide systems that provide information on contractor performance. These systems provide users with debarments and integrity and past performance information on contractors.
- Does HUD provide any technical assistance to grantees when selecting vendors? Is there a list of troubled contractors that is shared with grantees?
 - Grantee selection of vendors is guided by State and local rules. HUD may offer assistance to an agency that specifically requests its assistance. The different HUD offices (Office of Community Planning and Development, PIH) may also provide procurement training to grantees that request it. There is no list of troubled contractors that is shared with grantees.
- Do agencies share data on poorly performing or debarred contractors with other agencies?
 - HUD does not share the information with other agencies, but information on poorly performing contractors should be recorded in OMB's MAX system and made available to other agencies.

- Does poor performance in with one agency impact a contractor's ability to secure a contract with another agency?
 - The Federal Acquisition Regulation requires assessing past performance when rating a contractor, and the contractor has the opportunity to address deficiencies cited by the contracting officer. The rating is provided to OMB and recorded in OMB's MAX system. The information in OMB's MAX system is available to all federal agencies.

Streamlining HUD Programs

- With respect to streamlining programs, what areas at HUD would yield the most improvements? Do these program improvements require statutory authority or can they be achieved through regulations?
 - OIG has a legislative proposal initiative in which we are working closely with legislators in areas in which we believe programs can be improved through legislative changes. We will submit these suggestions to the appropriate committees after we fully develop and vet the ideas.
 - In addition, HUD has an ongoing Transformation Initiative which Congress has funded for the past several years. One part of this initiative takes up to 0.5 percent of HUD's total fiscal year 2012 budget to build a transparent and accountable agency that uses:
 - Metrics to gauge performance.
 - Research to evaluate programs.
 - Demonstrations to illustrate the broader impact of Federal interventions.
 - Technical assistance to identify and diffuse innovation.
 - Technology to track spending; inform decisions; and curb fraud, waste, and abuse.
 - The initiative has four related components: (1) *research and evaluation*, which allows current programs to be subjected to continuous and rigorous evaluations for constant improvement; (2) *program demonstrations*, which test new ideas for improving programs and help State and local governments develop more effective strategies for housing and community and economic development; (3) *technical assistance and capacity building*, which merge all funding to target programs to improve skills needed to improve program outcomes rather than focusing on compliance; and (4) *develop next generation information technology systems*, which is a major need for HUD based on years of financial audit findings. This initiative

should give HUD ideas on where it can streamline its programs. The program is in place, but each proposed effort to streamline it would have to be individually evaluated to determine whether statutory changes are needed.

Financial Management Systems

- How will the shared service agreement with the Bureau of Public Debt impact your assessment of HUD financial services capabilities?
 - At this time, a shared service agreement with the Bureau of Public Debt (BPD) has not been finalized. Therefore, we are unable to fully assess the impact this will have on our work. If HUD moves forward with this plan, our assessment of HUD's financial services capabilities would not be impacted until the transition to the new application. Upon transition to the new application(s), one of our first steps would be to assess the service auditor's report, referred to as the Statement on Standards for Attestation Engagements No. 16 report. As part of the review, the service auditor should perform tests of compliance on many of HUD's core systems' functional and information security requirements, using agreed-to standards and control objectives. We would review the control objectives used in the service auditor's report and make an assessment to determine whether they address HUD's risks and satisfy our needs. From there, we would determine whether to rely on that report.

If we are able to rely on the service auditor's work, HUD OIG's information system work for the financial statement audit would be refocused on HUD's feeder systems. Generally, most of HUD's accounting transactions originate in the feeder systems. Over the years, many of the most critical application control issues identified by HUD OIG auditors were found at the feeder system level.

If we determine that we are not able to rely on the service auditor's report, we would perform tests of the system, much as we do currently.

- What are the limitations of this arrangement?
 - One primary limitation of the shared service agreement with BPD is that HUD is not the only client of the service provider. Therefore, there is a risk that not all of what HUD OIG considers to be significant control objectives will be tested at the level that we believe they should be and resulting program risks will not be identified and reported. In addition, although all of the details of the agreement have not been worked out, the agreement will primarily cover core financial functions. Most of HUD's accounting transactions originate in feeder applications that will be interfaced into the core

financial application. The Department's reliance on these feeder applications will not be modified under the shared service agreement; therefore, assessments of controls related to these transactions will be necessary within the feeder applications.

FRIDAY, MARCH 15, 2013.

OVERSIGHT HEARING: SANDY DISASTER RELIEF AND RECOVERY

WITNESSES

JOHN PORCARI, DEPUTY SECRETARY, DEPARTMENT OF TRANSPORTATION

FRED TOMBAR, SENIOR ADVISOR FOR DISASTER PROGRAMS, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

MARION MCFADDEN, CHIEF OPERATING OFFICER AND LEAD COUNSEL, HURRICANE SANDY REBUILDING TASK FORCE, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Mr. LATHAM. The subcommittee will come to order. I want to welcome everyone to a rare Friday hearing. Thank you, everyone, for being here.

This is an oversight exercise on the work and the funds going into the recovery from the devastation of Hurricane Sandy. Our witnesses today are the Honorable John Porcari, Deputy Secretary to the Department of Transportation; Mr. Fred Tombar, Senior Advisor to the Secretary on Disaster Recovery at the Department of Housing and Urban and Development; and Ms. Marian McFadden, Chief Operating Officer of the Hurricane Sandy Recovery Task Force. Welcome, all of you.

Hopefully today we will learn a bit more about how the Departments and the task force will take responsibility for these activities and these dollars. Overall the Congress provided \$50.5 billion, with the Transportation/HUD subcommittee making up \$29 billion of the funds. That is a staggering amount of money, and by sheer volume there is a lot of oversight to be done.

In hindsight, looking at the funds and the results of what was provided after the Gulf Coast storms, I don't know if the Federal Government has shown that it knows how to plan, oversee, or implement the strategy for how the CDBG dollars will be used effectively. There is no emergency CDBG program authorization to follow, or formula to use, to determine the best and appropriate response for the scale of such a response.

I think we can all agree that the way we have gone about addressing disaster recovery in this country has been inconsistent. Speaking for many thousands of counties and families in the 43 States with a declared disaster in 2011, I can tell you we didn't see a Sandyesque response from the administration. There wasn't a \$50 billion request or response that year. The members of the—THUD Subcommittee managed to carve out a total of \$400 million in CDBG for all those affected by the 2011 disasters, roughly 33 cents on the dollar of damage. Ironically, New York was the big winner that year, receiving most of the money after Hurricane Irene.

Hurricane Sandy comes, and in no way am I downplaying the damage caused by the storm, but the CDBG request comes in at about \$4 to \$5 for every dollar of damage. It is kind of hard for me to explain that discrepancy back home to the communities that were under water, or completely blown off the map, receiving pennies or nothing at all to rebuild.

So in addition to how we got to this number, I have some questions on how the Departments will allocate those funds, how they expect the grant recipients to use the funds, and what specific roles the task force will play in this recovery.

We welcome our witnesses, and we look forward to your testimony and your answers to our questions. I will recognize a few people here for their statements, and then the witnesses, and we will move on.

First of all, Mr. Pastor.

Mr. PASTOR. Good morning, Mr. Chairman.

Mr. LATHAM. Good morning.

Mr. PASTOR. Thank you very much.

I'd like to welcome all the panel members. I look forward to hearing your testimony.

This is an important oversight hearing. Passing the supplemental appropriation bill in January was the right thing to do by providing relief to the communities that were destroyed by Hurricane Sandy. The ranking member of the full committee Mrs. Lowey, who will join us a little later, knows firsthand about the damage that occurred in New York.

We must make sure that the Sandy funds first are distributed efficiently and effectively to repair the damage to the transportation and housing infrastructure, and, secondly, that critical improvements are made to help prevent damage to these facilities in future storms.

With that, Mr. Chairman, I thank you for the time, and I turn back my time to you so we can get back to the questions.

Mr. LATHAM. Okay. I don't know if there are any other Members here that wish to make any kind of a statement at this point. No, okay.

We will hear from our witnesses now. Please summarize your remarks, and your full written testimony will be included in the record.

So we will start with Mr. Porcari. Welcome.

Mr. PORCARI. Thank you, Chairman Latham, Ranking Member Pastor, and members of the committee. We appreciate the opportunity to discuss the Department of Transportation's accomplishments implementing the Disaster Relief Appropriations Act of 2013. And let me first thank the subcommittee for its critical role in appropriating these funds. We know that we are stewards of these funds, and it is something that we take very seriously.

When Sandy hit, the damages didn't just take a tragic human toll, it also dealt a devastating blow to the regional transportation system. As soon as the storm was identified for potential landfall along the east coast, DOT staff began working with FEMA to monitor the storm's progress and prepare to assist where needed. We activated our emergency response team and embedded response team members in local emergency operations centers.

Fifty-eight DOT employees were deployed to the joint field offices in New York and New Jersey to help restore transportation and infrastructure immediately afterwards and to provide FEMA with additional assistance in the immediate aftermath. As a result, the Federal Highway Administration was able to provide \$59 million in quick-release emergency relief funds just days after the storm hit to New York, New Jersey, North Carolina, Rhode Island, and Connecticut, and help start repairs on damaged roads and bridges.

Despite substantial damage to its air navigation services equipment, the Federal Aviation Administration restored normal air traffic operations quickly by working around the clock to repair and replace equipment. Our Maritime Administration provided ships that fed and housed 968 emergency responders and ensured that 11 vessels were able to carry more than 2.7 million barrels of petroleum products into the affected area. Our Federal Transit Administration worked with the General Services Administration to procure 250 buses that replaced lost commuter rail and transit service in New Jersey.

All of these immediate response efforts helped restore affected transportation systems as quickly as possible. And, again, thanks to this committee, the Disaster Relief Appropriations Act of 2013 provided \$13.1 billion to the Department of Transportation and has allowed us to continue efforts to support our State and local partners with long-term transportation recovery and restoration efforts.

This will go a long way toward rebuilding from Hurricane Sandy. However, let me be clear. Sequestration will cut over \$650 million from funds recently provided through the Disaster Relief Appropriations Act of 2013. The brunt of these cuts will be felt in our work to strengthen our critical transit and rail infrastructure in the face of future natural disasters.

DOT has made significant progress in implementing the Disaster Relief Act. On February 6th, the FTA published a notice in the Federal Register about the availability of the first \$2 billion in funding for repair work, and we have already received several grant requests. FTA has allocated more than \$390 million to date as the first installment of Hurricane Sandy relief funding, and next week we anticipate announcing more than \$150 million in additional grants to States that include New Jersey and New York. These reimbursements were carefully vetted and will begin to alleviate the financial burden on the hardest-hit transit agencies.

The Federal Highway Administration (FHWA) has been using its well-established emergency relief program to provide Hurricane Sandy funding to address highway repairs. FHWA allocated \$489 million in funding to the States affected by Hurricane Sandy. Amtrak has spent \$17 million on recovery work to date, which includes repairing tunnels and signals, draining flooded areas, and removing debris. The Federal Aviation Administration continues to address Hurricane Sandy damage at LaGuardia, JFK, Newark Liberty, and Teterboro Airports. Most of this damage was at FAA facilities, and includes repairs to roofs, walls, navigation systems, power and equipment.

We are ensuring that funds provided in the Disaster Relief Act and are managed properly and with the same strong internal controls used to administer other reimbursable funds at DOT.

As we continue our Hurricane Sandy response efforts, we recognize our success is due in large part to our effective relationships with State, regional, local—and local partners. They have been critical to our understanding of local needs and continue to be important as we continue our recovery and repair work.

With that, let me thank you again for inviting me here today, and I will be happy to answer any questions.

Mr. LATHAM. Thank you very much for your testimony.

[The information follows:]

**STATEMENT OF
THE HONORABLE JOHN D. PORCARI
DEPUTY SECRETARY OF TRANSPORTATION**

**BEFORE THE
HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION,
HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES**

MARCH 15, 2013

Chairman Latham, Ranking Member Pastor and Members of the Committee, thank you for the opportunity to discuss the Department of Transportation's (DOT) accomplishments in implementing the Disaster Relief Appropriations Act of 2013.

Background

Hurricane Sandy began as a tropical storm on October 22, 2012 and quickly strengthened into a Category 3 hurricane by the time it made landfall in Cuba. From there, the storm followed the east coast as it travelled North before finally dissipating on October 31, 2012. Hurricane Sandy became the largest Atlantic hurricane on record with winds spanning 1,100 miles and damage costs second only to Hurricane Katrina.

Hurricane Sandy caused widespread devastation to the transportation infrastructure in its path. New York and New Jersey were especially hard hit sustaining significant damage to transit and commuter rail, Amtrak and freight railroads, airports and aviation systems, pipeline and natural gas distribution systems, and highways and tunnels. The entire area experienced major travelling delays as airport, transit, passenger rail and bus systems could not meet their schedules or provide typical services. The problem was further compounded by gas shortages throughout the affected areas.

The Department of Transportation's Initial Response

As soon as the storm was identified as a potential threat, DOT's National Response Program staff began working with the Federal Emergency Management Agency's (FEMA) National and Regional Response Coordination Centers and Joint Field Offices to monitor the storm's progress and prepare to assist where needed. Fifty-eight DOT employees were deployed to Joint Field Offices in New York and New Jersey to assist state and local governments and other infrastructure owners to restore transportation and infrastructure and to provide FEMA with additional assistance in the immediate aftermath of the storm.

The Federal Highway Administration (FHWA) provided \$59 million in "Quick Release" Emergency Relief to New York (\$30 million), New Jersey (\$20 million), North Carolina (\$4 million), Rhode Island (\$3 million), and Connecticut (\$2 million) to address critical highway repairs.

The Federal Motor Carrier Safety Administration (FMCSA) issued an Eastern Regional Emergency Declaration, temporarily lifting the hours-of-service requirements and other regulations on interstate trucking carriers to speed the movement of emergency supplies into the affected area. An Interstate Petroleum Transport Team was established to resolve issues that might impede speedy delivery of fuel and relief supplies where needed.

The Federal Railroad Administration (FRA) opened an emergency docket providing waivers to its hours of service and equipment inspection requirements to facilitate response and recovery efforts.

Despite substantial damage to its Air Navigation Services equipment, the Federal Aviation Administration (FAA) was able to restore normal air traffic operations quickly by working around the clock to repair and replace equipment.

The Maritime Administration (MARAD) assisted with immediate recovery efforts by providing ships used to feed and house 968 emergency responders. MARAD also provided waivers to the Jones Act enabling 11 vessels to carry more than 2.7 million barrels of petroleum products into the affected area.

The Pipeline and Hazardous Materials Safety Administration (PHMSA) assisted in coordinating emergency repairs of distribution lines and tracked the availability of fuel.

The Federal Transit Administration (FTA) sent staff to the region to assist with damage assessments and to coordinate with the transit authorities. FTA staff worked with the General Services Administration (GSA) to procure 250 buses to replace lost commuter rail and transit service in New Jersey and to connect to ferry terminals providing access to Manhattan.

All of these immediate response efforts were critical in restoring services to the transportation systems as quickly as possible. However, it was clear that longer term repairs and restoration efforts would be necessary to return the transportation systems to pre-storm service levels.

Disaster Relief Appropriations Act of 2013

The Disaster Relief Appropriations Act of 2013 (“Disaster Relief Act”) provided \$13.1 billion in supplemental appropriations to assist the Department of Transportation with long-term recovery and restoration efforts for those transportation systems damaged by Hurricane Sandy. These funds are to be used to support state and local partners in the rebuilding and recovery efforts; to ensure proper and cost-effective coordination between Federal, local and state partners; and to ensure a proper level of oversight in the administration of the funds.

The Act provided \$10.9 billion to the Federal Transit Administration to fund a new Emergency Relief program. Up to \$5.4 billion of this funding may be directed to mitigation efforts, as determined by the Secretary, that will help strengthen transportation assets in a manner which would minimize damage from future storms. The Act also directs that \$6 million of these funds be made available to the Office of the Inspector General for activities that will ensure proper oversight and accountability of these resources.

The Federal Highway Administration received \$2 billion to fund highway emergency relief activities. Of this amount, \$489 million was distributed for Hurricane Sandy Relief, and \$315 million was provided to fully fund the current year backlog on prior events, with the remaining \$1.218 billion to be used on future emergency relief needs.

Amtrak received \$118 million to undertake recovery and resiliency projects on the Northeast Corridor and to pay for repair work resulting from Hurricane damages.

The Federal Aviation Administration received \$30 million to fund repairs to airport facilities, aviation navigation systems, power systems and equipment.

All of the funds provided to DOT have been apportioned and are ready to be allocated to projects, have already been allocated, or are at the obligation stage.

Sequestration Impact

Based on the Budget Control Act, the funds provided by the Disaster Relief Appropriations Act of 2013 will be reduced once sequestration takes effect. This means the resources provided to the Department of Transportation for Hurricane Sandy relief and restoration activities will be reduced by approximately five percent – or about \$650 million.

Implementation Status Report

DOT has made significant progress in implementing the Disaster Relief Act. This is particularly evident in the ongoing work of FTA as the Operating Administration continues to stand-up its new Emergency Relief program. FTA published in the Federal Register a Notice of Availability of Emergency Relief Funds on February 6 to notify potential grantees of the availability of the first \$2 billion for repair work. As a first step, FTA is targeting these funds towards local repair projects where expenses already have been incurred and disbursed, and to existing contractual commitments that are already underway. To date, FTA has received grant requests from the Metropolitan Transit Authority (MTA), the Port Authority of New York and New Jersey (PATH), and the Southeastern Pennsylvania Transit

Authority (SEPTA). I am pleased to announce today that FTA has responded by allocating \$390 million as the first installment of Hurricane Sandy relief funding. These reimbursements were carefully vetted and will begin to alleviate the financial burden on the hardest-hit transit agencies. Any funds remaining from this first \$2 billion will be prorated to other known response and recovery costs as determined by the FTA/FEMA cost validation team.

FTA has also been working collaboratively with FEMA on a Memorandum of Agreement (MOA) that identifies the responsibilities FTA will assume in future disasters involving transit systems. FEMA Administrator Fugate and Federal Transit Administrator Peter Rogoff signed the MOA this week. This is a major milestone achieved in standing up FTA's Public Transportation Emergency Relief Program.

Along with its other efforts, FTA is working on a staffing plan to provide resources for a Hurricane Sandy Office in Region 2 that will strengthen FTA's ability to respond to issues as they arise.

FHWA has been using its well-established Emergency Relief program to provide Hurricane Sandy funding to address needed highway repairs. FHWA allocated \$489 million in funding to the states affected by Hurricane Sandy. In addition, \$28 million was allocated for Emergency Relief on Federally Owned facilities, including \$6 million to help the National Park Service meet their timeline for reopening Liberty Island and the Statue of Liberty. In the immediate aftermath of the storm, FHWA provided \$59 million in "quick release" funds to enable states to begin critical repairs. So far, no additional requests from assistance have been received.

FHWA has also allocated funds provided in the Disaster Relief Act to address the backlog of emergency relief projects. These funds which were also released on February 15th fully clear out FHWA's backlog for the current fiscal year.

FRA and Amtrak are working on grant proposals that will guide the implementation of Hurricane Sandy funds. Amtrak has expended \$17 million for repair work including de-watering and repairing tunnels, repairing signals, draining flooded areas around Substation 41 (Kearney) and for other efforts such as tree removal, catenary repairs and debris slides. Amtrak continues to refine its list of Hurricane Sandy supplemental-eligible projects and cost estimates.

The FAA continues to address Hurricane Sandy damages at three of the Nation's top 30 airports – LaGuardia, John F. Kennedy, and Newark Liberty International airports. Most of this damage was at FAA facilities and includes repairs to such things as roofs and walls, navigation systems, power systems and structures and equipment. FAA is currently managing 58 separate repair projects.

As we continue to progress with Hurricane Sandy response and recovery efforts, it is important to note that we recognize that effective partnerships with our State and local partners, airport and transit authorities, and other regional entities in all the affected areas is an important element in implementing the provisions of the Disaster Relief Act and of ensuring an effective and efficient recovery and restoration process. These relationships have been critical in our understanding of the local needs and continue to be important as we address recovery and repair issues.

Task Force Participation

DOT is working closely with our other Federal partners to develop coordinated strategies for recovery and response efforts through participation in the Rebuilding Task Force. The work of this group will help inform future plans for rebuilding in a way that helps ensure that the Federal investments make sense.

Mitigation Planning

As work continues in this phase of Hurricane Sandy response and restoration, we recognize the need to restore the transportation infrastructure in a way that will result in guiding principles for rebuilding stronger, more resilient systems that can withstand future storms of this magnitude. The Department is developing a

process to assess potential mitigation projects that will focus on ways to strengthen the transportation infrastructure in the affected areas while recognizing the interdependencies and connection to other Federal, state, and local assets. The flooding situation at Substation 41 (Kearney) is an excellent example to consider. This substation that is critical in providing power to several transportation systems is below grade and has a history of flooding from typical storms. Correcting this fundamental problem now will help ensure uninterrupted transportation services in the future.

Accountability

As work continues in implementing the Disaster Relief Act, the Secretary is conducting regular briefings to assess our progress. The Inspector General has been invited to participate in these briefings. The Financial Management Stewardship Committee also meets weekly to ensure consistent management and reporting of funds across the Department. This group is also responsible for reporting on allocations, obligations, and expenditures of funds.

DOT is taking steps to ensure that funds provided in the Disaster Relief Act are managed properly and with the same strong internal controls used to administer other reimbursable funds here at DOT. The reimbursable process ensures that Federal funds are not provided to grantees until projects are inspected and meet Federal standards. This is one more way we can ensure proper stewardship of the taxpayer's resources.

Again, thank you for the opportunity to share the Department's accomplishments in the Hurricane Sandy restoration efforts. I will be happy to answer your questions.

John D. Porcari

Deputy Secretary of Transportation



John D. Porcari has served as the 19th United States Deputy Secretary of Transportation since June 1, 2009.

As Deputy Secretary, Porcari is the Department of Transportation's chief operating officer with responsibility for day-to-day operations of the 10 modal administrations and the work of more than 55,000 DOT employees nationwide and overseas. Porcari is focused on transportation's key role in economic development and providing the foundation for America's future prosperity.

Before becoming Deputy Secretary, Porcari served an unprecedented two tours as Secretary of the Maryland Department of Transportation from January 2007 to June 2009 and between 1999 and 2003. As MDDOT Secretary, Porcari was responsible for an integrated, multi-modal, statewide transportation system that included highways, transit, the Port of Baltimore, Baltimore-Washington Thurgood Marshall International Airport, a statewide general aviation system, Maryland's toll authority and its Motor Vehicle Administration.

Between 2003 and 2007, Porcari served as vice president for administrative affairs at the University of Maryland, College Park. He previously served as Deputy Secretary of Transportation for Maryland and as Assistant Secretary for Economic Development Policy at the Maryland Department of Business and Economic Development. Prior to his positions in the state government, he served as vice president of a civil engineering and land use consulting firm and at the local government level.

Porcari received his B.A. degree from the University of Dayton and his Master of Public Administration from the Rockefeller College, State University of New York at Albany. John, his wife Heidi, and their five children live in Cheverly, Maryland.

Mr. LATHAM. Mr. Tombar.

Mr. TOMBAR. Chairman Latham, Ranking Member Pastor, and members of subcommittee, thank you for the opportunity to testify today regarding relief and recovery from Superstorm Sandy, particularly with respect to the actions of the Department of Housing and Urban and Development. As Senior Advisor for Disaster Recovery to HUD Secretary Shaun Donovan, I have been deeply involved in those activities. And I am joined today by Marion McFadden, who is currently serving as the Chief Operating Officer of the Hurricane Sandy Task Force, established by President Obama and chaired by Secretary Donovan. We will both be pleased to answer any questions for you.

Superstorm Sandy and a nor'easter that followed had an immense and varied impact. The storm directly affected more than 17 million people, and Superstorm Sandy caused tens of billions of dollars in damage and is estimated to be the second most costly storm in American history.

The Federal response to Sandy continues to involve unprecedented cooperation among Federal, State, local and tribal authorities. HUD, FEMA and other parts of the Department of Homeland Security, as well as Departments of Transportation and other Departments and agencies, are all working together in coordination with State, local, and tribal officials.

HUD's response to Sandy built on our experience from past major storms and disasters. I have addressed these efforts in my written testimony and would like to briefly summarize them now.

HUD'S RESPONSE

Immediately after the storm, HUD provided help to storm-displaced families to find temporary replacement housing, gave direct assistance to persons living in and owners of HUD-assisted housing damaged or destroyed by the storm, worked to encourage the private sector to help displaced families, and deployed HUD personnel to help staff FEMA disaster recovery centers and do other storm-related work.

HUD made several regulatory changes to benefit those impacted by the storm, including providing foreclosure protection for storm victims with FHA-insured mortgages through a mandatory 90-day moratorium on foreclosures. On January 31st of this year, we extended that moratorium for an additional 90 days. We are also offering assistance to storm victims who must rebuild or replace their homes.

HUD is providing help to affected State and local governments in the form of technical assistance to HUD grantees, waivers of existing rules so that existing Federal CDBG and HOME funds can be used for disaster relief, and work with State and local governments and tribes to develop interim housing plans and to provide loan guarantees for housing rehabilitation. These efforts are ongoing.

I would like to turn now to the longer-term Sandy recovery and rebuilding efforts, including the recent supplemental funding provided by this committee and the whole of Congress, and the work that the Hurricane Sandy Task Force—Rebuilding Task Force is doing.

As you are aware, on November 15th, President Obama announced that HUD Secretary Donovan will provide coordination in support of rebuilding efforts, and issued an Executive Order on December 7th providing that Secretary Donovan would serve as the chair of the Hurricane Sandy Rebuilding Task Force. The Secretary's responsibilities are in accord with the National Disaster Recovery Framework and involve cooperating closely with FEMA and the 20 other agencies already involved in recovery efforts.

The focus of this task force is on coordinating Federal support as State, local, and tribal governments identify priorities, design individual rebuilding plans, and, over time, begin implementation. The Secretary is the Federal Government's primary lead on engaging with States, tribes, local governments, the private sector, nonprofit community and philanthropic organizations, and many others on long-term Hurricane Sandy rebuilding.

On January 29th, President Obama signed the Disaster Relief Appropriations Act of 2013. The supplemental funding bill funds FEMA projects; is support for Small Business Administration and its disaster loan program, and HUD Community Development Block Grant money. These funds will be provided to communities as well as for a range of other critical projects.

Federal agencies and departments have already begun the process of making this money available to State and local and tribal governments in the region. HUD announced the first round of allocations of CDBGDR funding, totaling \$5.4 billion. This represents fastest-ever allocation following the signing of an appropriations bill.

The role of this task force is not to dictate how funding is used; it is to find ways to leverage and maximize the impact of Federal dollars, and to help communities access this funding and use it in support of their development priorities.

The Disaster Relief Appropriations Act also provides funding to help impacted communities effectively mitigate future risk of disaster and prevent losses of this magnitude.

Both HUD and the task force look forward to continuing to work with this committee; subcommittee; others in Congress; and our Federal, State, and local and tribal partners to help make local rebuilding visions a reality and to support communities that are rebuilding in a way that makes them stronger, more economically competitive, and better prepared to withstand the next storm.

Thank you again for the opportunity to testify today. Ms. McFadden and I will be happy to answer any questions you have.

Mr. LATHAM. Thank you very much.

[The information follows:]



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, DC 20410

**Written Testimony of Frederick Tombar
Senior Advisor for Disaster Recovery to Secretary of U.S. Department of
Housing and Urban Development (HUD)**

**Hearing before the Subcommittee on Transportation, Housing and Urban
Development, and related Agencies of the House Committee on Appropriations,
on**

Sandy Disaster Relief and Recovery

Friday, March 15, 2013

Chairman Latham, Ranking Member Pastor, and Members of the Subcommittee, thank you for the opportunity to testify today regarding relief and recovery from Superstorm Sandy, particularly with respect to the actions of the Department of Housing and Urban Development (HUD). As Senior Advisor for disaster recovery to HUD Secretary Shaun Donovan, I have been deeply involved in those activities. I am joined today by Marion McFadden, who is currently serving as the Chief Operating Office of the Hurricane Sandy Task Force established by President Obama and chaired by Secretary Donovan. We would both be pleased to answer any questions you may have.

In my testimony today, I will cover three subjects: 1) the damage caused by Superstorm Sandy; 2) HUD's participation in the ongoing response and recovery efforts; 3) the longer term rebuilding efforts with respect to Sandy, including the work of HUD with respect to the recent supplemental funding provided by Congress for those efforts.

The Impact of and damage caused by Superstorm Sandy

Superstorm Sandy and the Nor'easter that followed have had immense and varied impacts in New York, New Jersey, Connecticut, Rhode Island, Maryland, and a number of other States. Within the United States, the storm caused 162 fatalities, major flooding, structural damage, and power loss to over 8.5 million homes and businesses, directly affecting more than 17 million people as far south as North Carolina, as far north as New Hampshire, and as far west as Indiana. Sandy caused tens of billions of dollars in damage and is estimated to be the second most costly storm in American history.

Especially hard hit were New York and New Jersey, which employ 12.7 million workers. Combined, they export about \$90 billion in goods annually, accounting for about 7 percent of such exports, and contributed \$1.4 trillion to our gross domestic product (GDP) in 2011, accounting for more than 11 percent of GDP.

The widespread damage from Superstorm Sandy impacted communities in a variety of ways. Hundreds of small businesses and tens of thousands of homes were damaged or destroyed. State, local and Tribal governments must address damage to roads, bridges, mass transit and other essential infrastructure, including electrical and water treatment facilities, public hospitals, and shorelines.

Unfortunately, one of the major effects of storms like Sandy is destruction and damage to the homes and apartments where people live, and the displacement of numerous families and individuals. Excluding second homes, more than 150,000 housing units experienced substantial flooding as a result of Sandy, meaning that work on housing will be an early, continuing, and crucial part of the recovery and rebuilding effort.

HUD's participation in ongoing response and recovery efforts

HUD has played a significant role in response to and recovery from past major storms, and is doing so with respect to Sandy as well.

Before I describe some of HUD's activities, it is important to note the unprecedented cooperation that is taking place among Federal, State, local, and Tribal authorities. HUD, FEMA and other parts of the Department of Homeland Security (DHS), as well as the Departments of Transportation, Health and Human Services, Interior, Commerce, and Agriculture, plus the Small Business Administration and the U.S. Army Corps of Engineers (USACE) and other agencies are all working together. For example, as a result of coordination under the National Response Framework (NRF), within a week after Sandy hit there were almost 11,000 National Guard and 17,000 Federal responders on the ground from FEMA, the Department of Defense, USACE, HUD, Department of Transportation, Department of Energy, and HHS, as well as tens of thousands of utility workers from across the nation. In addition, in the weeks since the storm, FEMA has approved approximately \$3.5 billion in emergency assistance and has paid over \$5 billion in flood insurance claims to help those insured rebuild their lives. We are all coordinating our work with State, local, and Tribal officials, who are doing a truly herculean job on the response and recovery. The private sector has been deeply involved as well. This unprecedented level of cooperation and partnership will help us continue to deliver recovery resources with speed and provide related assistance to the most affected areas.

A key HUD priority after the storm was providing immediate help to storm-displaced families to find temporary replacement housing, whether they were displaced from private or government-assisted housing. We identified thousands of housing units, including more than 12,000 available units in HUD-assisted housing, and have been working to ensure that the relevant information is provided to displaced individuals. We also have allowed providers of housing for seniors the flexibility to open up vacant units to storm evacuees.

HUD has also focused on help to persons living in and owners of HUD-assisted housing damaged or destroyed by the storm. This includes, for example, helping to temporarily house displaced persons, getting boilers and generators to impacted developments that house low-income families, and waiving administrative requirements (while ensuring appropriate safeguards) so as to facilitate the rapid delivery of safe and decent housing to displaced public housing authority (PHA) and multifamily housing residents. We have also increased fair market rental allowances to make it easier for displaced Section 8 voucher recipients to find replacement housing.

HUD is working to encourage the private sector to help displaced families. Shortly after the storm, HUD Secretary Donovan reached out to several private sector organizations to encourage their involvement in this effort, and a number have stepped forward at least partially as a result. This recognizes the importance of engagement by the private sector as well as government in relief efforts. For example, Angie's List is providing free, one-year memberships to one thousand homeowners in the New York City tri-State area to help with Sandy relief by making it easier for families to find local contractors, auto repair specialists, and health care professionals who are highly rated by other consumers. Walk Score has launched a website to support people in search of temporary housing after Sandy.

We have deployed HUD personnel to help staff FEMA Disaster Recovery Centers and do other storm-related work. This has included providing local housing resource help, program information, and other help to storm victims, mobilizing special needs providers from other States to assist families in shelters, and activating our Northeast network of field offices to communicate daily with impacted PHAs.

There are more than 200,000 homeowners with FHA-insured mortgages in the affected areas in New York, New Jersey, and Connecticut. HUD provided foreclosure protection for storm victims with FHA-insured mortgages through a mandatory 90-day moratorium on foreclosures. That moratorium was extended for an additional 90 days on January 31 of this year.

We are also offering assistance to storm victims who must rebuild or replace their homes. In particular, FHA insurance is available to such disaster victims who seek new mortgages, and borrowers from participating FHA-approved lenders are eligible for 100 percent financing, including closing costs. HUD is also directing banks to provide insurance payments they receive related to the storm directly to homeowners, in order to avoid the problem that occurred after Hurricane Katrina where some mortgage companies used some insurance payments that were supposed to be used to rebuild damaged homes for other purposes. HUD is working to get information on these and other assistance efforts to affected homeowners.

HUD is also providing help to affected State and local governments. Immediately after the storm, HUD hosted technical assistance conference calls with all HUD grantees. We have provided waivers of existing rules so that existing Federal CDBG and HOME funds can be used for disaster relief. Collectively, the CDBG and HOME

grant programs allow grantees to meet a broad range of needs, including housing, economic development, infrastructure, and the provision of public services. We are also working with State and local governments and tribes to develop interim housing plans and to provide loan guarantees for housing rehabilitation.

The longer term Sandy recovery and rebuilding efforts and the recent supplemental funding provided by Congress

In discussing the longer term Sandy recovery and rebuilding efforts and the recent supplemental funding provided by Congress, it is important to understand the background of the National Disaster Recovery Framework as well as the establishment of the Hurricane Sandy Rebuilding Task Force.

Early in his first term, President Obama recognized that our experience during Hurricane Katrina and other previous disasters highlighted the need for additional guidance, structure, and support to improve how we as a Nation address disaster-related recovery and rebuilding challenges. In September 2009, President Obama charged the Departments of HUD and Homeland Security to work on this effort and to establish a Long Term Disaster Recovery Working Group, composed of more than 20 Federal agencies. HUD, DHS, and the Working Group consulted closely with State, local, and Tribal governments as well as experts and stakeholders, and worked to improve the Nation's approach to disaster recovery and to develop operational guidance for recovery efforts.

In September 2011, FEMA published the National Disaster Recovery Framework (NDRF). The NDRF addresses the short, intermediate, and long-term challenges of managing disaster-related recovery and rebuilding. It sets forth flexible guidelines that enable Federal disaster recovery and restoration managers to operate in a unified and collaborative manner and to cooperate effectively with State, local, Tribal, and territorial governments. The NDRF defines core recovery principles; roles and responsibilities of recovery coordinators and other stakeholders; flexible and adaptable coordinating structures to align key roles and responsibilities and facilitate coordination and collaboration with State, local, Tribal, and territorial governments and others; and an overall process by which communities can take advantage of opportunities to rebuild stronger, smarter, and safer after a disaster.

The NRF and the NDRF contributed to the Federal government's ability to respond to and initiate recovery from the enormity of the devastation caused by Hurricane Sandy with a massive, multi-agency, multi-State coordinated response in support of State and local. Because Sandy was one of the most devastating and costly natural disasters in our history, the President recognized that the response required an additional focus on rebuilding efforts coordinated across Federal agencies and State, local, and Tribal governments in order to effectively address the enormous range of regional issues.

On November 15, President Obama announced that HUD Secretary Donovan would provide coordination in support of our rebuilding efforts, and issued Executive Order 13632 on December 7, 2012, providing that Secretary Donovan would serve as chair of the Hurricane Sandy Rebuilding Task Force.

The Secretary's responsibilities in this role occur in coordination with the NDRF and involve cooperating closely with FEMA and the 20 other agencies already involved in recovery efforts. The focus of the Task Force is on coordinating Federal support as State, local and Tribal governments identify priorities, design individual rebuilding plans, and over time begin implementation. The Secretary is the Federal government's primary lead on engaging with States, Tribes, local governments, the private sector, regional businesses, non-profit, community and philanthropic organizations, and the public on long-term Hurricane Sandy rebuilding.

On January 29, President Obama signed the Disaster Relief Appropriations Act of 2013. The supplemental funding bill included funds for FEMA and USACE projects, Transportation, support for the Small Business Administration and its disaster loan program, and HUD Community Development Block Grant-Disaster Recovery (CDBG-DR), funds to be provided to communities, and funding for a range of other critical priorities.

Federal agencies and departments have already begun the process of making this money available to State local and Tribal governments in the region. HUD has announced the first round of allocations of CDBG-DR funding, totaling \$5.4 billion. This represents the fastest ever allocation following the signing of an appropriations bill. HUD is working now on the second round of allocations, which will relate to damage caused by other storms in 2011 and 2012 that are included in the supplemental appropriation.

The Task Force's role is not to dictate how funding is used – instead, it is to find ways to leverage and maximize the impact of federal dollars and to help communities access this funding and use it to support their development priorities. An example of the Task Force's efforts to date is working toward a data sharing arrangement that will allow SBA and HUD to provide State, local and Tribal governments with general information on small business disaster loan applications in areas impacted by Sandy.

In addition to providing the necessary resources to continue ongoing response and recovery efforts, the Disaster Relief Appropriations Act also provides funding to help impacted communities effectively mitigate future risk of disaster to prevent losses of this magnitude from recurring.

Science tells us that extreme weather events are likely to be more intense in the future, so it is vital that communities rebuild in a way that mitigates the risks posed under future conditions as well as current storms.¹

Both HUD and the Task Force look forward to continuing to work with this Subcommittee, others in Congress and our Federal, State, local, and Tribal partners to help make local rebuilding visions a reality – and to support communities that are rebuilding in a way that makes them stronger, more economically competitive and better prepared to withstand the next storm.

Thank you again for the opportunity to testify today. Ms. McFadden and I would be happy to answer any questions you may have.

ⁱ NOAA's fact sheet at

http://www.nrc.noaa.gov/plans_docs/SoS_Fact_Sheet_Hurricanes_and_Climate_FINAL_May2012.pdf:

“Studies available for the Atlantic Basin suggest increased hurricane intensity, hurricane rainfall rates and the numbers of the most intense hurricanes over the 21st Century. However, the projections for intensity and intense hurricane numbers in particular have relatively large uncertainty and further research is needed to increase understanding.”

Frederick Tombar, III
Department of Housing and Urban Development



Fred Tombar is a Senior Advisor to U. S. Department of Housing and Urban Development's Secretary Shaun Donovan. In this capacity, he leads the strategic direction, policy development, and assist in the coordination of operations of the Department's disaster and recovery programs. This is his second time serving at HUD.

Prior to rejoining HUD, he was the President of Tombar Consulting Group, a management consulting firm dedicated to helping organizations transform their business processes and improve their performance. He is a national expert in housing and community development policy.

Mr. Tombar earned a Bachelor of Arts degree in Government from the University of Notre Dame. He later attended Harvard University's John F. Kennedy School of Government where he earned a Master in Public Policy degree. He has more than 15 years of experience working to improve organizational performance, managing complex projects and operations, and developing housing policy.

In response to Hurricanes Katrina and Rita, Mr. Tombar directed a key project, the Road Home Program in Louisiana. This project served as the largest single housing recovery program in the history of the United States.

Prior to forming Tombar Consulting Group, Mr. Tombar worked for the HUD's Federal Housing Administration for seven years where he worked to increase homeownership and rental housing opportunities for underserved communities. While serving as the Deputy Assistant Secretary for Multifamily Housing at HUD, he managed operations for the development and asset management of more than 30,000 privately-owned multifamily housing projects, administered housing grant and subsidy programs of nearly \$8 billion in annual appropriations, and provided oversight to nearly 2,000 staff in fifty-one offices nationwide. Mr. Tombar also served as a Principal Consultant at PricewaterhouseCoopers for five years where he led projects to improve the operations of public programs at the Federal, State and Local levels of government.

Mr. Tombar is the recipient of numerous awards including twice being named a Distinguished Regulatory Partner by the National Affordable Housing Managers Association and the Outstanding HUD Official by the National Alliance of HUD Tenants. He is a Harry S. Truman Scholar and a Notre Dame Scholar. He is the recipient of both the Notre Dame Distinguished Leader award and a Distinguished Black Exemplar award.

Mr. Tombar is a founding member and Trustee of Advance Church of Silver Spring, Maryland. He currently lives in Ft. Washington, Maryland with his wife, Jilla, daughter, Chloe; son, Frederick IV; and new daughter, Calliope.

Mr. LATHAM. Ms. McFadden, did you have a statement?

Ms. MCFADDEN. I do not, sir.

Mr. LATHAM. Okay. Again, thanks to everyone.

We will be operating under the 5-minute rule. We are actually going to enforce it today. We will have some votes here within an hour, so we need to keep moving.

I will start with the task force itself. It was created in December. It is a new player in the disaster recovery business. I am not sure if we are totally aware of what its role is.

Ms. McFadden, I am just wondering, are you planning on utilizing the entire \$8 million for the DRF, and how many people have you hired? How many more you expect to hire? Are there people detailed from other agencies? If you could, give us the number and where those people are. Is there an organizational chart for the task force?

Ms. MCFADDEN. Okay. Thank you for your questions. Be happy to make an organizational chart available to you.

We currently have 48 members on board, which represents 29 new hires under the Stafford Act; one volunteer on an OPA from a nonprofit organization; and the balance are detailees, the bulk coming from HUD. We also have DHA-FEMA detailees, and Energy and NOAA detailees to the task force.

We are expecting to use the almost \$8 million provided to us through an IAA with FEMA. We have about eight members in New York and eight members in New York—excuse me, in New Jersey, and the balance in Washington.

Mr. LATHAM. Okay. Have you convened or presided at meetings of the task force so far? And, if so, who all attended? If there are some examples about how you have worked with FEMA, or is there a schedule for the rebuilding strategy?

Ms. MCFADDEN. Yes, sir. We have convened meetings of the Cabinet members. We have virtually the entire Cabinet participating. We have also had designees provided from 20 different agencies established in the Executive Order, and informal meetings. We are meeting with different working groups essentially weekly.

I am sorry. Please tell me the rest of your question, sir.

Mr. LATHAM. Well, working with FEMA—and is there a schedule for the rebuilding strategy?

Ms. MCFADDEN. The Executive Order asked for a rebuilding strategy to be submitted to the President within 180 days of the first convening, which was February 5th. So we took that out to August 2nd.

And, yes, we are working very closely with FEMA, both here in Washington, and in New York and New Jersey, close coordination with the joint field offices.

Mr. LATHAM. Okay. If the task force, I guess, is supposed to disband after 60 days when the strategy is completed, how are you going to monitor the progress and have accountability at that point?

Ms. MCFADDEN. So we have established the project management organization function which grows out of the Recovery Act as a way of ensuring transparency and the spend across the Federal Government. And we are very much cognizant of the fact that we will be gone by the end of the fiscal year and the need to root that func-

tion, as well as all of the various policy issues and areas that we are looking at, a need for permanent owners across the inter-agency.

Mr. LATHAM. Okay. Can you tell us how much has been expended on travel, and what is the plan for future travel expenditures? The plan we have seen includes \$295 per night for hotels, which is above the per diem. Explain to us how you can circumvent the per diem rates.

The plan also includes \$3.3 million for contract services to include strategic counseling and stakeholder management consulting. If you could tell us how those contracts were competed, and who was awarded the contracts, the period of performance, and a copy of the 180-day work plan for the contracts. If you could provide those, actually, outside.

Ms. MCFADDEN. I would be happy to provide you with everything that you have requested, sir.

We have no intent of going beyond the per diem, so I am not sure where that—

Mr. LATHAM. Two hundred ninety-five is in your spending plan.

Ms. MCFADDEN. I will look into that. It may be that it is an estimate based on New York rates and New Jersey rates. But I will get back to you with that information.

In terms of the period of the performance for the contracts, we are not expecting to use contractors throughout the entire duration of the 180 days. The period of performance was stacked at the beginning of the task force during start-up phase. When we were unable to fully staff the task force, we relied on contracts, one contract that had been competed by the Department.

Mr. LATHAM. So it is all under one contract?

Ms. MCFADDEN. The bulk is under one contract, sir. We did request funding for the ability to do stakeholder management contracts, but we have not utilized that authority yet. And we also have one staff member who is provided under contract for secretarial services. But the bulk is the strategic contract.

Mr. LATHAM. Okay. My time is up.

Mr. Pastor.

Mr. PASTOR. Mr. Chairman, I am going to yield to the ranking member.

Mr. LATHAM. Yes. If you would like an opening statement. We welcome Mrs. Lowey.

Mrs. LOWEY. Thank you so much. And I would like to thank Chairman Latham and our witnesses and congratulate my friend from Arizona from becoming the new ranking member of this great subcommittee. And I thank the witnesses for appearing before us this morning.

Whether it is a low flood insurance estimate for homeowners or a small business disaster loan with less than ideal terms, I have heard numerous complaints from my constituents that the assistance has been inadequate, and resources aren't comprehensive.

Mr. Tombar, I applaud the Department for recently allocating \$5.4 billion of the \$16 billion Community Development Block Grants that you received in the Sandy supplemental. I hope you will spend some of your testimony—and I hope I didn't miss all of it—elaborating on what methodology HUD used to calculate this

initial allocation, and how HUD made the determination to prioritize certain counties over others.

The Sandy relief bill also included almost \$11 billion for the newly authorized Public Transportation Emergency Relief Program, which will repair and prevent future damage to transit systems. As you know, numerous subway tunnels flooded; took months to restore full service to all areas. And since New York and New Jersey depend heavily on public transportation in their daily lives, it is incredibly important that these repairs and improvements are advanced in a timely manner.

So I thank you very much, Mr. Chairman, and I will save my question for when it is my turn.

Mr. LATHAM. Okay. Mr. Pastor, do you have questions?

Mr. PASTOR. I have some questions, but—

Mrs. LOWEY. You want me to ask questions?

Mr. PASTOR. I will yield to her. I will get my 5 minutes.

Mrs. LOWEY. You are so kind.

Mr. PASTOR. She started with CDBG. I am also interested in how they got to that number and how they are going to allocate it.

Mrs. LOWEY. Okay. So after many months of touring my district and speaking to hundreds of small business owners and homeowners affected by Sandy, I have determined that both Rockland and Westchester Counties suffered roughly equal damage from Hurricane Sandy. I have reviewed FEMA's unmet individual assistance and SBA's disaster loan program data. They confirm my on-the-ground experience. Yet Rockland is categorized as a most impacted and distressed county, while Westchester is not.

So can you please explain to me what estimates and methodology were used for determining the most impacted and distressed counties designation in the initial round of allocations, and should I be concerned that Westchester will not get all the support it needs through the CDBG program because it lacks this designation? And how will HUD allocate the remaining two-thirds of the funds? And, like Rockland, could Westchester also be designated a most impacted and distressed county in future awards?

Mr. TOMBAR. Thank you, ma'am, for your question.

Let me first say that we have a very detailed description of the methodology that we use for allocations that we will provide to the subcommittee following. But I will try my best to summarize the procedure that we use, without embarrassing the statisticians and economists who worked on this back at our headquarters office.

UNMET NEEDS

Essentially you pointed out two sources of data that feed into what we call an unmet needs analysis. The methodology that we have used for HUD disaster recovery funds is to try, to the extent possible, to meet the unmet needs, if not totally on a pro rata basis. So we will look across the damaged and impacted areas to determine unmet needs based upon FEMA registrations and their analysis of the extent of damage. And subsequently and especially for business losses, we will look at the SBA applications and their estimates of damage, and what is covered by both of those agencies, and what is estimated to be covered by private insurance. And that gives us a sense of what the unmet needs are.

I should say that this first allocation focused specifically on the needs of—the unmet needs from housing and from business loss. They did not take into account what it usually is, the largest driver of an unmet needs analysis, and that is infrastructure damage. And the reason we did not take that into account is because it typically takes FEMA much longer to arrive at determinations of what the overall infrastructure damage to disaster-impacted areas is. They go through an extensive process through—their project worksheet process, they call it—and based on that, will identify what those needs are.

You asked about subsequent allocations. There are a couple that you can expect. One is Congress directed us to use the money that was provided in disaster CDBG supplemental funding not only for Hurricane Sandy-impacted areas, but also to go back and look at those areas impacted in calendar year 2011 and other disasters of 2012. We have not made the allocations to those impacted places yet, but we will plan to do so sometime in the near future.

There is also a requirement in the appropriation that we make funds available for disasters that occurred this calendar year. And, obviously, we need to wait until December 31st to know conclusively the impacts of disasters this calendar year.

So we will make that allocation for 2011 and 2012 disasters. There will be another one for 2013 disasters sometime subsequent to this calendar year. And once we have a better understanding of the infrastructure unmet needs, we will make an allocation based upon that. And it is very likely that the determination about the most impacted counties will broaden, change in some way, and we will make our allocations accordingly.

Mrs. LOWEY. Thank you very much.

Thank you, Mr. Chairman.

Mr. LATHAM. Thank you.

Ms. Granger.

Ms. GRANGER. Thank you, Mr. Chairman.

I don't know whether this question is to Ms. McFadden or Mr. Tombar, because you both talked about the task force. But do you plan to provide progress reports as you develop the plans?

Mr. TOMBAR. That is hers.

Ms. GRANGER. Ms. McFadden.

Ms. MCFADDEN. We are providing those reports to the White House, and to the NEC and NSF staff, and the Domestic Policy Council.

Ms. GRANGER. So we could have that access also?

Ms. MCFADDEN. I believe so.

Mr. TOMBAR. Yes.

Ms. GRANGER. Okay. And I have another question, and this is for Mr. Tombar. And it has to do with the supplemental \$16 billion for community housing. For Sandy and other eligible disasters for 2011 through 2013, could you give me an example or some examples of the past natural disaster projects, and also how you are handling concerns that monies for those would take away from money for Sandy's efforts?

Mr. TOMBAR. Thank you, ma'am. It is a very good question.

As the chairman mentioned, there are places that were impacted by disasters last year, in calendar year 2011. In fact, it was one

of the worst disaster years on record. I think there were some disasters, major disasters, in 48 States totaling over 80 in total. And the chairman mentioned that this subcommittee provided \$400 million in disaster CDBG that we have allocated to those places that were most impacted.

DISASTER MITIGATION

The language, as you point out, in the disaster supplemental that was just provided by Congress directs the Department to go back and I call it “plus up” those places. The \$400 million, while a very generous allocation, appropriation to us, wasn’t enough for us to allocate to the total estimates of unmet need that existed. So what we are doing is taking into account the allocations we have already made, the details on the unmet needs that remain, and making a subsequent allocation that will be forthcoming, I would imagine, within 2 or 3 weeks that will give additional resources to address those unmet needs that remain.

For 2013, I would like to tell the Secretary that we canceled all disasters for 2013 so we don’t have to worry about that, but I am not as good of a predictor of the future as I would like to be. So the plan is to hold back some of the appropriation that you all provided to the Department to address those as, in fact, we have been directed to do.

Ms. GRANGER. Thank you.

Mr. LATHAM. Could I just use some of your time here?

Ms. GRANGER. You may, Mr. Chairman.

Mr. LATHAM. What was your request for 2011? Four hundred million was greater than what you requested, wasn’t it?

Mr. TOMBAR. I cannot remember the details of that request. I don’t recall.

Mr. LATHAM. How did you come up with \$17 billion this time, and you way undershot what it was in 2011, where the 33 cents on the dollar of damage, and this is about a \$4 to \$5 per dollar of damage?

Mr. TOMBAR. Sure. The way we arrived at the numbers from one year to the next I cannot answer with complete certainty now, but we can follow up with a question on that. But I will say that we do recognize that \$400 million, given the extent of the damage last year—

Mr. LATHAM. You don’t know what the request was from the administration?

Mr. TOMBAR. I don’t recall it was. It was made several months ago, and I am sorry, I can’t remember the details. I don’t want to make something up without full recall.

I should say about the \$16 billion that has been provided, one of the things that we know is that it is—and in your own State, actually, Cedar Rapids proves this point—that it is very important to, as States and communities recover from disasters, to do projects that will mitigate against future disasters. The mitigation, unfortunately, is a lot more costly than building back as it was. And so you will see in the principles of the requests that we put forward this time from the President—

Mr. LATHAM. That was in 2008.

Mr. TOMBAR. Yes, sir, I understand. But what Cedar Rapids did with the funds in 2008 puts it in a better position should another disaster of that type happen in that community. By moving everyone out of the Time Check neighborhood, it assures that, as floods have happened in that community before, that when it floods again, that there will be nothing for it to destroy.

Mr. LATHAM. You are out of time, Ms. Granger.

Ms. GRANGER. You used it very well.

Mr. LATHAM. Mr. Quigley.

Mr. QUIGLEY. Thank you, Mr. Chairman.

D.C. can be a very isolating place. I haven't toured the sites, as Mrs. Lowey and many others have, but I think it is fair to not confuse activities and organizational charts with effectiveness. When will things get fixed? Now, we can't control everything that local governments do and how quickly they move even in coordination with us, but for the things we can control, as with the FAA, what is the time frame? When will most of these things be repaired? When will they all be done?

Mr. PORCARI. It is an excellent question. Starting with aviation—and, again, we had four airports that were essentially closed, LaGuardia, JFK, Newark and Teterboro. The work on the navigational aids, we had, first of all, prepositioned supplies and personnel before the storm hit. We had generators with a week's worth of fuel ready to go. Given the intensity of the storm, some of the navigational and other facilities were actually destroyed. So in the case of an instrument landing system, for example, that had to be replaced, we had the spare parts in our depot in Oklahoma City. We built it there, built it in a trailer there, transported it to the site. And we had partial openings at several of the airports within the first 24 hours.

I should also mention before the storm hit, working with the airlines, they pulled down their schedules in advance so that aircraft, crews, and passengers were not stranded at the airports.

At the same time, the Port Authority of New York and New Jersey, they operate the four airports, was repairing their portion of the equipment, which included the landing lights, taxiway lights, and other air-side equipment.

We were very pleased that as the water levels receded, we were able to remove debris, get the NAV aids back up, and have partial service very quickly in the airports.

With transit, because most of the tunnels flooded, it was more difficult. The recovery started with bus bridges, for example, using buses instead of heavy rail and commuter rail systems. I had mentioned in my testimony that with the General Services Administration, we had procured up to 250 buses that were privately procured to use on a temporary basis for New Jersey Transit. In New York and Connecticut, bus bridges were used as well.

From our perspective, there was an extraordinary level of cooperation with the transit systems throughout the storm event and afterwards in restoring service. I would point out that there are portions of the transit system that are still not reopened because of the damage, but the bulk of the regional system is operating.

On the highway side, for the Federal-aid-eligible highways, our long-established emergency relief program in New Jersey, New

York, and Connecticut in particular moved very quickly to get that ER funding out to the recipients. We have a day-to-day working relationship through our division administrators with those State DOTs. As they identified damage, they had contractors in place through preapproved contracts, got the work done, and in some cases we got the emergency relief funding on the highway side out to them within hours of their request.

Mr. QUIGLEY. Given the limited time we have, can you give me your best guess on when the balance of things would be repaired to the extent you possibly can tell.

Mr. PORCARI. In general terms, most of the highway work is done. The aviation work is largely done. Rebuilding our spares inventory and doing mitigation, raising and hardening some of the aviation structures, some of that still needs to be done.

The real work is on the transit side. There are cases in some of the flooded tunnels where the entire signaling system was ruined because of the saltwater, and it will be 24, 36 months or more in some cases before full restoration of those facilities.

Again, the systems are operating on a stop-gap basis. The permanent repairs and the mitigation work, which will harden the system in the future, will take much longer; in some cases, a matter of years. I would say that we already have allocated on the transit side about almost \$400 million. We actually have outlays on the highway side, and we are working on a daily basis with our partners on the local and State level.

Mr. QUIGLEY. Thank you, Mr. Chairman. I yield back.

Mr. LATHAM. Thank you, Mr. Quigley.

Ms. Herrera Beutler, do you have any questions?

Ms. HERRERA BEUTLER. No, thank you.

Mr. LATHAM. All right. Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman. I commend you for holding this hearing on this very important topic. And I also thank the witnesses for their testimony and the good work that both Departments are doing.

As the ranking member on Homeland Security, I want to focus in both the case of HUD and DOT on the intersection between the FEMA efforts and your Departments' efforts and the way this coordination is taking place going forward.

So I want to start with HUD. As Mrs. Lowey already noted, HUD has been required to make initial awards of 33 percent within 60 days of enactment of the supplemental, and those allocations have taken place. Her focus was on what determined the allocations in the initial round. I want to focus on the uses to which that money is being put, and particularly on the intersection with FEMA's housing efforts, both the immediate response and the longer term.

I visited New York last week with Chairman Carter of our subcommittee. We were able to go to lower Manhattan as well as to the Rockaways and some of the beach areas that were most affected. One of the things that is immediately striking, certainly in lower Manhattan, but also across the region that we saw, is there are no FEMA trailers. For better or worse, that is a problem we don't have.

One of the reasons there are no FEMA trailers, as I understand it, is there is no place to put FEMA trailers in many of these areas. But, more seriously, there has been a decision to handle emergency housing, short-term relief, in a different way. And as I understand it, that was a decision in which you participated and where some CDBG money has facilitated this solution. People are being put back in their homes much more quickly. And there are emergency repairs going on, as I understand it, even when there might be some questions in some cases about the long-term habitability of that home. People are being put back in their homes, where possible, through emergency repairs. And then, hopefully, many of those places can be more extensively repaired, and people can stay in their neighborhoods.

In other cases, they won't be repaired. Some of those areas may be cleared. There will be mitigation efforts to rebuild back more soundly and, in some cases, to clear areas that are just going to be vulnerable no matter what we do.

So I know that there has been a blending of CDBG and FEMA efforts in this endeavor. I am not sure that I understand the division of labor every step of the way. I know the CDBG monies are being used to provide matches in many cases.

But I wish you could elaborate. I would appreciate your elaborating what the mix of funding, the mix of efforts has been here. And then maybe also reflect on not just the positive sides, but some of the possible downsides of this approach, because do you have to wonder in some of these cases where this housing has been very severely damaged whether we may be creating facts on the ground, so to speak, that actually will make long-term mitigation, long-term rebuilding more difficult, or at least that is one conceivable outcome, of course, that we want to avoid. So I wonder if you could just, first of all, outline the effort and then address these issues.

HUD/FEMA FUNDS

Mr. TOMBAR. Sure. Thank you, Congressman Price.

As you pointed out there is an intersection, in fact a pretty considerable intersection, between the work of HUD and FEMA. It begins, actually, before the storm even hits the shores of the United States, we work together on coordination, on responses. As I pointed out in my testimony, we actually deployed HUD staff to work in FEMA's disaster recovery centers, and did a wholesale inventory of our portfolio of properties that had units available, and made those available to disaster-impacted families. This is something that we routinely do, and certainly was done in the case of Hurricane Sandy.

As Congresswoman Lowey's question pointed out, there is a reliance on FEMA data as well as SBA data in our allocation decisions about where unmet needs exist. And so it is based upon those data that we actually made the allocation, the initial allocation, of the \$5.4 billion, as you pointed out.

You mentioned the emergency repair program. This is a program that FEMA did under its authority for the first time, and that was to address, where there are opportunities, the low-hanging fruit, if you will, homes that could be repaired rather briefly, quickly with

minor repairs of less than \$10,000 to get people back in their homes.

Mr. LATHAM. Thank you. The gentleman's time has expired. We are trying to get around to everybody this morning.

Mr. Joyce.

Mr. JOYCE. Thank you, Chairman. And I would certainly give any of my 5 minutes to you if you had follow-up on the question that you ran out of time on.

Mr. LATHAM. No.

Mr. JOYCE. Okay.

Thank you for coming.

Mr. Tombar, if you would, do you know, is there any significant data that shows that due to the Hurricane Sandy, that buildings have been abandoned?

Mr. TOMBAR. There indeed are some buildings that have been completely destroyed by the storm in places. So, yes, they have had to, because of safety reasons, been abandoned.

Mr. JOYCE. Will a significant amount of the money that has been appropriated to you be used to demolish those buildings?

Mr. TOMBAR. The demolition is typically covered by FEMA public assistance. So we don't expect that HUD CDBG dollars will necessarily be used in demolition since there is already a source of funding in the Federal Government for that. But there could be projects for which there is a gap in the FEMA assistance that HUD may come along, and HUD's funding may come along and match the FEMA assistance to help with some of those projects. It is conceivable. But by and large, FEMA's assistance covers those types of things under public assistance.

Mr. JOYCE. Thank you. I yield back.

Mr. LATHAM. Thank the gentleman.

Mr. Pastor.

Mr. PASTOR. Mr. Chairman, I yield my time to the ranking member.

Mr. LATHAM. The Gentelady is recognized.

Mrs. LOWEY. I just want to thank the Chairman and the generosity of my friend Ranking Member Pastor.

It is true that my district has experienced the one—what do they say, once-in-100-year storms twice in the last 2 years, with Hurricane Irene and Sandy. And as I visit with my homeowners and business owners, you see that they are really making some very critical decisions: Should they repair? Should they relocate? So getting this information early and the assistance they need is so very important.

I wanted to follow up with you, Mr. Tombar, because HUD announced \$5.4 billion for the initial round of CDBG allocations. And the allocated funds were made to address the unmet housing and economic revitalization needs for Hurricane Sandy. However, the allocation does not reflect unmet needs from Hurricane Irene or Tropical Storm Lee, even though grantees like New York State plan to address these needs in their proposed CDBG action plans.

So for my homeowners that are trying to figure things out, who have unmet needs from both hurricanes, it would be very helpful if they had received all the funding at once so that they can really plan, enter into contracts to repair their homes.

Why didn't HUD include unmet needs for these past storms into its calculations for this allocation? And I just wonder how that decision was made. I guess you were concerned that you would be taking funds from Sandy if you dealt with the other unmet needs, but very often one builds upon the other.

Mr. TOMBAR. Certainly. And let me say I can appreciate the pain and the anguish that you go through just seeing the impact on your community. I am a New Orleans native and actually had the experience of going back to New Orleans after the storm and running the housing recovery program for the State of Louisiana following that storm, hurricane Katrina, and know that this is—the work that you are talking about has a real and human impact.

But to get to your question about the allocation and its use not only for Hurricane Sandy victims, but for Hurricane Irene and Tropical Storm Lee victims, we have given the State of New York the ability to use its portion of the \$5.4 billion allocation to address the needs from last year's disasters as well.

The truth of the matter is, as I said in my initial answer to your first question, is that we will be coming behind and giving additional funding to the State of New York primarily driven by the needs that will arise from infrastructure damage yet unseen. I will tell you from my own experience, the \$1.8 billion that has been allocated, while the needs are great, recovery is hard, and it will take a while for them to spend all of that money.

And so knowing what the needs are and what the plans were for last year's disasters, what we suspect will happen is that those will be addressed first and foremost because they are already, if you will, in the pipeline. So I would expect that your constituents would see immediate assistance given to them from this initial allocation. And given the fact that there needs to be planning and infrastructure capacity, if you will, put in place to address the more current needs from Hurricane Sandy, we would expect that that money would start to spend a little bit later.

Mrs. LOWEY. Perhaps I will just ask one more, couple of minutes left, of Deputy Secretary Porcari.

In February, the FTA issued a notice soliciting applications for the first \$2 billion in recovery funding, and less than \$500 million has been awarded for repair and recovery thus far. Is there anything you are doing that could speed up the remaining \$1.5 billion? And could you update us on how the Department intends to allocate the remaining funds?

Mr. PORCARI. It is an excellent question. First I need to again thank the committee for the appropriation for Sandy relief. We are trying to move both quickly and carefully, and so, for example, we have set up a financial stewardship task force as part of this and brought in our inspector general as part of the process, so as the funds are expended, we know we are doing it right.

But of the first \$2 billion, the intention with that for the Federal Transit Administration is to reimburse as quickly as possible for work already done to alleviate some of the cash-flow issues for the transit systems. That \$390 million—and you will very shortly see subsequent awards on that—has been doing that. We have been working, literally, on a daily basis with the transit agencies. And as we go past the \$2 billion mark, the interim final rule which es-

establishes the emergency relief program for the Federal Transit Administration is well along, it is under review right now, it will be followed by guidance very shortly. We expect that that rule and guidance will be in place before the allocation of the full \$2 billion. So there will be no interruption to the transit systems, Amtrak, or the regional rail operations. We are trying to balance moving the money out the door to the agencies quickly with the need to make sure that we have the proper controls in place.

I should also mention it started immediately in the aftermath of the storm with the mission assignment that FEMA gave us for project management oversight, where we used our project management oversight contractors to look at the damage.

Mr. LATHAM. Thank you very much.

Mr. PORCARI. Thank you.

Mr. LATHAM. Mr. Dent.

Mr. DENT. Thank you. I appreciate you all being here today.

Sandy, obviously, was a big issue for me. I had a half a million people in my congressional district, half a million people out of power. Thankfully the storm, the brunt of the storm, did not hit my constituency as we had anticipated by the modeling. Sadly, for our friends in the East, in New Jersey and New York, they took the brunt of it and paid a very heavy price. That said, we had some real impacts in the Eastern Pennsylvania.

But my main concern today is about the—I guess, some of the housing programs. I think the first round of allocations for CDBG disaster relief was about \$5.4 billion, if I am not mistaken.

What is the interaction between the existing CDBG funds and many of these relief funds that you are overseeing?

Mr. TOMBAR. Thank you, Congressman, for your question.

EXISTING/SUPPLEMENTAL CDBGS

The existing CDBG funds, as I point out in my testimony, and HOME funds that are existing, immediately after the storm declaration of disaster we make those funds known to our grantees that they have the ability to request waivers from us to use those funds for disaster recovery and relief efforts should they choose. While we made that offer, none of the existing grantees actually executed in this particular case a decision to do that. We had no requests for waivers there.

The supplemental CDBG funds really in a substantial way provide enough resources to address the needs that are there. That which these grantees typically get on an annual basis in terms of appropriation usually is—far outweighs the needs that communities have that are directly hit by major disasters, major catastrophic disasters like Hurricane Sandy. So what the subcommittee did this time is what we have seen happen in the past to help address those needs that we know are unmet by existing resources.

Mr. DENT. I know you have allowed for waivers for CDBG HOME dollars. Are the relief funds, are they being firewalled at all?

Mr. TOMBAR. In what way, sir?

Mr. DENT. Well, firewalled from—you know, I'll say the CDBG funds and the relief funds. Is there any firewalls there?

Mr. TOMBAR. Well, those funds have to be used specifically to address impacts of the disaster. That is what the Congress directed us, and that is certainly what we are providing in a way of our notice as guidance to the grantees, that their plans must be tied to the impacts of the disaster, and that the funding must be used in that way.

Mr. DENT. Okay, because we have had some issues where I have seen some communities I will say misappropriate CDBG funds. I saw one of those in my own community actually, and it is just an issue that has been a concern to me, that the CDBG funds are—they are being used for the purposes for which they are intended. And I had written the Department about this previously. And I just wanted to make sure that there is no abuse of these funds, particularly in the aftermath of the storm. Again, my constituency was hit extremely hard by this; more wind damage thankfully, very little—no flood damage in my areas. But that is my main concern.

I thank you for your attention, and I will yield back to the chairman.

Mr. LATHAM. Thank the gentleman.

HUD published a notice of requirement that any rebuilding must include a green standard. Is there a statutory requirement for this under the block grants?

Mr. TOMBAR. No, sir, there is not a statutory requirement.

Mr. LATHAM. Is there a requirement in the supplemental?

Mr. TOMBAR. The supplemental request that the President made, as I was saying in an earlier answer, said that we—we were requesting the funds in a supplemental to—in addition to just addressing the needs that exist, to mitigate against future disasters and to build back, quite frankly, smarter, safer, and stronger than what existed previously. And knowing that—

Mr. LATHAM. So there is no requirement.

Mr. TOMBAR. Excuse me?

Mr. LATHAM. There is no requirement from the supplemental?

Mr. TOMBAR. No, sir. No specific requirement for the standards that are there. But there is the flexibility for us to make policy determinations.

Mr. TOMBAR. But there is the flexibility for us to make policy determinations about what, in fact, would be—

Mr. LATHAM. Where do you get that authority?

Mr. TOMBAR. From the supplemental.

Mr. LATHAM. There is no mandate, so you are doing just whatever you want to, any requirements you want to with the money. No authorization.

Mr. TOMBAR. Not at all, sir. What we are doing is taking advantage of what is an opportunity. Unfortunately, catastrophes like Hurricane Sandy both present us with a challenge and with an opportunity, and the opportunity there is to build back, as I say, smarter, safer, and stronger than what existed previously.

REBUILDING SMARTER

When a home is substantially destroyed, and it may be an existing home with old windows and doors and things like that, it makes sense to build it back in a way that is more—that would be more economically feasible going forward and offers better energy

efficiency for the residents, especially since the money, as you know, is directed by and large to low- and moderate-income people. Having the ability to put in high-efficiency windows, or high-efficiency HVAC systems that would lower their ongoing energy costs, that is something that, you know, that the Secretary made a determination.

Mr. LATHAM. You have the checklist and standard. How much additional is this going to increase the cost of the repairs? It is already a very expensive area. And also, is there an abundance of certified materials and contractors in the area to handle all this?

Mr. TOMBAR. I am not sure about the supply chain for the materials in the area, but I will say that the cost of doing these type of things when there is a substantial rehabilitation or an overall complete rebuild are greatly diminished by doing it otherwise, if you were just to do a rehab on a home that did not require a huge level of rebuilding or rehabilitation.

Mr. LATHAM. What is the payback?

Mr. TOMBAR. There are studies that speak to that.

Mr. LATHAM. Do you have those?

Mr. TOMBAR. We can certainly provide those to the committee.

Mr. LATHAM. I mean, it would take decades. I mean, these people are sitting out there right now, and you are increasing the costs dramatically, slowing down the whole process of them getting into a home again. On a commercial building, you could maybe see the benefit. But the payback on a lot of these is not going to be in these homes for that long. This to me is pretty—

Mr. TOMBAR. I can say from personal experience, I did—

Mr. LATHAM [continuing]. Amazing.

Mr. TOMBAR [continuing]. Gut rehab on my home about 5 years ago, and it was a 1923 home that had beautiful stained-glass, wood-frame windows, but they didn't hold anything in or nothing out. And we took advantage of the opportunity of doing a gut rehab to put in better windows, and my utility bills have gone down considerably. Put in high efficiency HVAC systems in place of the window units, and the oil-furnace heat, and have seen a return on investment.

When you are doing the type of repair and rebuild that homeowners are going to have to do now to get back in their homes, it makes sense to do these things that will in the future—

Mr. LATHAM. Where do you get the authority for the mandate?

Mr. TOMBAR. Well, the authority comes directly from the supplemental itself.

Mr. LATHAM. Is there a mandate that you do green projects?

Mr. TOMBAR. No, sir.

Mr. LATHAM. Right.

Mr. TOMBAR. No mandate, but the authority.

Mr. LATHAM. Right. There is no mandate.

Mr. TOMBAR. No, sir.

Mr. LATHAM. Right.

My time is expired.

Mr. Quigley.

Mr. QUIGLEY. Mr. Tombar, the question I asked earlier, to the best of your ability, in the end what people want to know is when will things be fixed? Given the time frame and how the sequences

are going for funding, again, in this case some of this is out of our hands, but the opportunities are there for things to get done. If we had this hearing in 6 months, a year, 2 years, at each point what would you tell us percentage-wise how much has returned to normal, how much has been rebuilt?

SPENDING RATE

Mr. TOMBAR. So, there is a requirement that the Congress put on this money that from the time the money is obligated, that the grantees have 2 years to spend it. So we would expect that there would be a pretty rapid spend-down rate for this money. How does that translate in terms of percentage of overall rebuild? I really couldn't tell you. I will tell you that it is difficult recovering from a disaster like this. It is difficult and often slow and incremental. And so—

Mr. QUIGLEY. Well, in the Gulf Coast there wasn't enough money, and it didn't come soon enough, right, to help everyone?

Mr. TOMBAR. Some people's judgment is that, yes, that there was—

Mr. QUIGLEY. Well, years later things weren't done, right?

Mr. TOMBAR. There are still needs that remain in the Gulf Coast.

Mr. QUIGLEY. And how long ago was that?

Mr. TOMBAR. Hurricane Katrina was in 2005.

Mr. QUIGLEY. I am aware you understand this, but in the end that is the final analysis, sort of the grade we get as a country, how quickly does a community come back. So it had to have been one of the two: Either there wasn't enough money, or it didn't get to them soon enough that it took that long to restore and rebuild. Will those issues exist after Sandy?

Mr. TOMBAR. Well, I will tell you, it is rather complex. We have grantees. For example, the State of Louisiana, in a year prior to Hurricane Katrina and the resources that were provided by the subcommittee to that State, they received around \$30 million in CBDG funding. They went from \$30 million to \$13 billion. There was a need to create an infrastructure capacity for the spending of that money.

That is going to be the challenge in all of the places that are looking to recover now. The money is provided to them, but they have to work to build that capacity to implement their programs and provide the assistance.

Mr. QUIGLEY. Let me put this another way. I have only been here 4 years, but you can feel like Bill Murray in Groundhog Day. I have been through this hearing before sort of scenario. You can appreciate that.

Mr. TOMBAR. Certainly.

Mr. QUIGLEY. So to spare those here in the future having to ask the same questions, maybe this is the best way to ask the question. When we look back, what are the questions when we say, why didn't it get done sooner? So if we are here in 3 years, and everything is not done, and, heaven forbid, as long as it has been since the Gulf Coast, you know, the questions we are going to ask is why did it take so long? Why does it take so long, and what are the pitfalls that we need to overcome to get this done quickly?

Mr. TOMBAR. I will tell you, part of the difficulty is at times the Federal Government, quite frankly, gets in the way. I know from my own experience on the ground working in post-Katrina recovery, housing recovery, that the agency I work at wasn't always a good partner.

The President made a directive to the entire Federal family, and that was, find ways to cut through red tape; find ways to help these communities recover as expeditiously and as thoroughly as possible. It is the main justification, I would say, for the Hurricane Sandy Rebuilding Task Force, which forces all of the Federal agencies to come together, come up with a comprehensive plan working with the State, local, and tribal communities to find out how we best can assist them and cut the red tape. I think that more than anything else this will have a positive impact on the speed of recovery and how well the recovery goes overall.

Mr. QUIGLEY. I appreciate your candor and your efforts.

Mr. TOMBAR. Thank you.

Mr. QUIGLEY. Thank you. I yield back.

Mr. LATHAM. Thank you, Mr. Quigley.

I yield to the gentlewoman from Fort Worth.

Ms. GRANGER. And I will give my time to Mr. Dent.

Mr. LATHAM. Mr. Dent.

Mr. DENT. Thank you.

Thank you, Representative Granger.

Just a couple of things. As relates to Sandy supplemental funding for the FTA, \$10.9 billion, I know, for new emergency relief programs, up to \$5.4 billion can be directed to mitigation efforts. I know on February 6th, you put out a notice of availability for \$2 billion, and you targeted those funds for local repair projects, grant requests for various transit agencies, including \$390 million to SEPTA, Southeastern Pennsylvania Transit Authority.

My main question is since you had this transfer authority up to \$5.4 billion, these projects to reduce risk of damage from future disasters in the areas impacted by Hurricane Sandy, I am concerned that these precious emergency relief dollars might be diluted on the, say, nice to have but nonessential infrastructure projects. Can you elaborate a little bit on that?

Mr. PORCARI. Congressman, it is a great question. We can't afford to put any of these funds toward the nice-to-have projects. We are going to be very hard pressed, given the mitigation needs for the transit in inner-city passenger rail program, to even cover most of the critical funds. We are working through the task force—this is one of the values of the task force—to make sure that we have an across-the-board understanding of mitigation. We have been communicating directly with the transit agencies and Amtrak on some of the preliminary minimum qualifications for that mitigation.

But in general we know that, because we have been through two of these storms in the same metropolitan area in just under 2 years, that we need to rebuild to a stronger standard. This is the cost-effective thing to do rather than to rebuild to the same standard every time. We are confident that we can cost-effectively use these mitigation dollars. While we are in the early stages of identifying projects, it is very clear that there will be more eligible

projects that will be cost beneficial than we will have available funding.

Mr. DENT. All right. And you are going to be awarding these grants on a rolling basis.

Mr. PORCARI. Yes, we will.

Mr. DENT. Okay. And how is the Department of Transportation assessing the priority of the grants being issued? Is it on a first in, first out regardless of magnitude of damage, or how are you doing this?

Mr. PORCARI. Well, on the \$2 billion that we have already noticed for award, that is for work that has already been done either internally through what are called force accounts at the transit agencies, the work that they contracted for immediately. So we are essentially reviewing invoices and documentation for work already done and reimbursing. As we go forward, it will be on a rolling basis, and we will competitively, on a merit basis, rank projects for mitigation eligibility.

Mr. DENT. Thank you. I yield back to Representative Granger.

Ms. GRANGER. I yield back my time.

Mr. LATHAM. I thank the gentlewoman.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

Mr. Tombar, I want to give you a chance to finish your answer to my question. Of course, in the meantime questions are swirling around here about how quickly we can build back, whether we should build back to sounder standards, whether we should pay attention to mitigation and containing future costs and so forth. But all of this, of course, went into this decision I was focusing on to bypass some of the normal temporary housing steps, and to try to get people back in immediately to their homes with temporary repairs, sometimes as a prelude to longer-term repairs, sometimes not.

But I know that it involved a combination of FEMA and CBDG funds, and you are envisioning, of course, a CBDG world going forward. So I still needed to get to the transit issue, but I do want you to finish up the overview you were providing.

REBUILDING RATE

Mr. TOMBAR. Sure. I will try to make it quick.

Under the National Disaster Recovery Framework, there is a process by which we engage the Federal Government, led by HUD and FEMA, with the States through what is called the State-Led Housing Task Force. That task force actually makes the determinations about what will be the best forms of assistance given the impact of the disaster, given what the availability in resources are in the impacted area, of the types of assistance that will be provided.

And so the absence of trailers, as you pointed out, in New York State was a decision driven by local governments and by the State and worked through with the Federal Government. We tried to find other sources of housing for people and have been successful in most cases. In New Jersey, we fortunately had a vacant military base that we were able to provide some repairs to units that were there and house a number of families there. There are trailers some of the communities in New Jersey have decided that they

would want, and so those exist. Other people are being housed in apartments with their FEMA assistance.

The FEMA assistance, though, is capped at \$31,900. That is both for their rental assistance and for the repair cost of their home. And so the extent to which that money gets used to pay for rental assistance, it defrays from the amount of money available for the repair of the home. This is where CBDG comes in to help close that gap that exists between private insurance, the assistance that someone may have received from FEMA or SBA, any unmet needs that remain.

Mr. PRICE. So the near-term use of the CBDG funds is heavily directed toward matches of that kind to close those gaps.

Mr. TOMBAR. Well, typically the near-term assistance that you see the Federal Government giving is usually through FEMA and its resources out of the Disaster Relief Fund. HUD's assistance can be used in cases if a State determines that—a State or local government determines that there is a need for it. But the immediate temporary housing assistance, that is authority and resources given to the Administrator of FEMA, and they are used in that way and have been in this particular instance.

Mr. PRICE. So just to clarify, in this instance now, at what point do the CBDG funds enter the picture?

Mr. TOMBAR. Typically for the rebuilding efforts. So it would be to rebuild and not for temporary housing.

Mr. PRICE. But what about the short-term rebuilding to keep people in place temporarily?

Mr. TOMBAR. Again, that was done with FEMA assistance.

Mr. PRICE. All right. But the longer-term rebuilding is where the CBDG comes in and fills the gap?

Mr. TOMBAR. Yes, sir.

Mr. PRICE. All right. Mr. Porcari, the Transit Administration within your Department has received the bulk of the transportation funding, almost \$11 billion, and you have been required to complete, which you have now completed, a Memorandum of Understanding with FEMA, and to develop interim regulations before the bulk of the funding can be awarded.

Can you give us an update on that memorandum, the state of the interim regulations, when they are going to be finalized; and what kind of share at the end of the day you and FEMA are going to have for this work on the damaged transit infrastructure?

Mr. PORCARI. It is a great question, sir. It has been a very good working relationship with FEMA. As you pointed out, the Memorandum of Agreement between FEMA and the Federal Transit Administration is already signed. Before that, working under a mission assignment from FEMA, we had our project management oversight contractors out there evaluating the damage for both FEMA and FTA. FEMA personnel were deployed with us as part of that.

We expect that the interim final rule which is required by the appropriation will be in place well before we go through the first \$2 billion of funding and into the next tranche of funding. The interim final rule in draft form will be out in the next several weeks. Draft guidance will immediately follow that. Mindful that this interim final rule and guidance will affect our response to future disasters as well, it needs to encompass the entire country and all

kinds of emergencies that it might be used for, so we are trying to make sure that it is broad enough to incorporate all that. We are confident that we are well ahead of the curve in terms of having that interim final rule ready and the guidance that would be behind it.

Mr. PRICE. My time is expired. Thank you, Mr. Chairman.

Mr. LATHAM. Mr. Joyce. Did you have another question?

Does anyone have another question for the record?

Mr. PASTOR. I will submit a question.

Mr. LATHAM. Mr. Price, did you want to continue?

We are about to vote on the floor, so Members may have additional questions to submit for the record, to which I would hope you can respond.

I just was going through the draft anyway of the green building retrofit checklist, which is several pages here, but you have got down to what kind of light bulbs you can put in, what kind of water systems can be installed. Any carpet products used must meet the Carpet and Rug Institute's green label or green label-plus certification for carpet pad and carpet adhesives.

One thing, I would ask for the record what the request was for the storms in 2011.

Is this stuff available? I mean, you are going to keep people out of their homes. When you go through the checklist, it is unbelievable that is the case—and I would hope that we could streamline the situation.

A lot of people are very much in need that need to get back into some type of shelter, and without any kind of authority to do this type of thing, I am concerned that we are not going to be using a lot of money to the best use long term.

So anyway, with no other questions, we will adjourn the hearing. Thank you all very much.

[Questions for the record follow:]

Sequestration

Question: How do your agencies plan to implement sequestration for these funds? Will you take it of the top or will it hit each project specifically?

Answer: The sequestration reduction to the CDBG-DR funding appropriated by P.L. 113-2 is significant, reducing by \$800 million the total amount available for allocation. However, HUD has not and will not reduce any announced allocations due to sequestration and all related grants will be for the announced amounts. The lower funding level will reduce overall funds available in response to Hurricane Sandy or any qualifying events that may occur in calendar year 2013.

Lessons Learned from Previous Disasters

Question: What lessons did each of your agencies learn from Hurricanes Katrina, Rita and Wilma? How are you applying those lessons as you administer the Hurricane Sandy funds?

Answer: The Department has learned cumulative lessons in the use of CDBG funding for disaster recovery purposes over the past 20 years and is bringing that experience to bear on the use of funds provided by P.L. 113-2. While it must be understood that each major disaster has its unique aspects, certain basic tenets apply when HUD receives CDBG-DR funding. HUD has learned that it is critical to:

- assist grantees in identifying needs and potential responses;
- provide resources quickly;
- be accessible to provide guidance and technical assistance;
- be sure grantees have well defined policies and procedures and follow them;
- have grantees establish performance timeframes and benchmarks; and
- undertake a rigorous monitoring and review regime to protect taxpayer funds and ensure grantees have complied with program requirements.

In response to Hurricane Sandy, HUD has and will continue to respond to these tenets in a variety of ways. The Department has undertaken extensive efforts to guide Sandy CDBG-DR grantees through the initial action plan process by providing training, technical assistance and regular consultations. The Department provided resources quickly as Secretary Donovan announced the initial allocation of \$5.4 billion in CDBG-DR funding 8 days after P.L. 113-2 was signed into law and quickly issued a Federal Register Notice governing the funds. The Notice makes it clear that grantees must have a range of policies, procedures and reporting mechanisms to adequately manage the funds. HUD established internal processes to ensure rapid review of disaster recovery action plans and has quickly announced approval of several plans. Overall, HUD will continue to provide a high level of support to the Sandy CDBG-DR grantees to ensure they successfully implement their recovery programs.

In the course of implementing CDBG-DR, the Department has learned that grantees require substantial technical assistance in the initial design and implementation of recovery programs. Therefore, in March 2013, the Department convened a two-and-a-half day training session for recipients, bringing together new and current grantees and critical staff from the Department, the Department's Office of the Inspector General and other federal agencies. Also, within 30 days of the enactment of P.L. 113-2, the Department initiated weekly technical assistance calls with the three highest risk grantees (New York State, New Jersey and the City of New York); scheduled technical assistance providers to assist grantees on site; and initiated technical assistance meetings with grantees in their jurisdictions.

Lessons Learned from Previous Disasters

Question: What measures is your agency taking to ensure that reviews and procedures are applied simultaneously rather than sequentially?

Answer: To the greatest extent possible, HUD expedites CDBG-DR to ensure grantee access to funding. Internally, HUD has a thorough understanding of the multiple processes necessary to make the funds available to grantees and strives to minimize delays. Offices within HUD coordinate their reviews and, when possible, perform reviews simultaneously to get money to grantees as soon as possible. The ability of HUD to issue waivers and alternative requirements pursuant to the supplemental appropriation language greatly aids HUD in minimizing delays.

Cooperation with Federal Agencies and Local Governments

Question: How is your department working with other Federal agencies to coordinate Federal investments in the disaster area?

Answer: On December 7, 2012, President Obama issued Executive Order 13632 which established the Hurricane Sandy Rebuilding Task Force and named Secretary Donovan as the chair of the Task Force. The Task Force is charged with the following responsibilities:

- working closely with FEMA to coordinate rebuilding efforts consistent with the Nation Disaster Recovery Framework (NDRF);
- identifying relevant authorities and resources of each federal entity assigned to the Task Force;
- removing obstacles to resilient rebuilding;
- coordinating with regional entities to ensure access to housing, plan for rebuilding, strengthen the economy, understand vulnerabilities and risks from extreme weather events and contribute to community and regional resilience;
- producing Hurricane Sandy Rebuilding Strategy for the President;
- engaging local stakeholders, communities and elected officials to inform the Task Force; and
- communicating with affected Indian Tribes in a manner consistent with Executive Order 13175.

Beyond the efforts of the Task Force, HUD has provided staff to the Joint Disaster Recovery Field Offices (JFOs) managed under the auspices of FEMA and has contributed to expertise to the Recovery Support Functions (RSFs) established pursuant to the NDRF.

Cooperation with Federal Agencies and Local Governments

Question: Given that CDBG grantees have broad discretion over how to use the funds, how is HUD coordinating with local governments?

Answer: Once CDBG-DR allocations are announced, HUD immediately reaches out to those grantees to ensure that they have a point of contact at HUD and understand the basic requirements that will govern the funds. HUD provides continual feedback and technical assistance to these grantees as they begin to develop their disaster recovery action plans and conducts training to ensure that grantees understand the full scope of their responsibilities in managing these funds. Where warranted, HUD provides targeted expert technical assistance to aid grantees in addressing the most difficult programmatic and policy issues.

Working with Private Entities

Question: How is your agency working with private entities like businesses, utilities and landowners to coordinate investments?

Answer: The Department works primarily with its CDBG-DR grantees, affected state and local governments, to ensure that funds are used to respond to post-disaster housing, infrastructure and economic recovery needs. Under the HUD-issued Federal Register Notices that govern the use of CDBG-DR funds, grantees are required to undertake an impact and unmet needs assessment before funds are released. This assessment includes a wide range of information collected from a variety of public and private sources. Through this process, HUD expects that grantees will understand both short-term needs and long-term investments that will help restore the community or region. To be effective, these investments must be made with input from key non-governmental players. The Department reviews the assessments provided by grantees as part of the action plan process to help ensure that post-disaster public investments, such as those represented by CDBG-DR, are being made in concert with other stakeholders. CDBG-DR funds are designed to address the needs of affected communities and promote recovery in concert with private investments.

Working with Private Entities

Question: When it's clear that an entity will receive a long-term benefit from a recovery activity, how do you get them to participate financially?

Answer: The Department requires grantees to submit disaster recovery action plans which outline their disaster recovery needs and articulate how recovery funds are to be deployed to meet those needs in three areas of recovery: housing, economic revitalization, and infrastructure. The Department requires that action plans demonstrate how other public and private sources of funding are to be leveraged through the proposed recovery programs and activities. In the areas of housing and economic revitalization, the Department has sought to encourage direct financial participation in recovery from homeowners and businesses, by encouraging them to first seek out loans provided by the Small Business Administration prior to accessing CDBG funds. In addition, to encourage the use of loans rather than grants to businesses, the Department has waived restrictions related to the use of revolving business loan funds. HUD also frequently provides technical assistance to disaster grantees on how to bring private entities into partnerships with local governments to enhance the effectiveness of grants and to provide real incentive for private investment.

Working with Private Entities

Question: Is there a mechanism for private funds to supplement a recovery activity?

Answer: The Stafford Act duplication of benefit prohibitions help to ensure that private funds are directed to recovery efforts and create the expectation that businesses and individuals access private insurance to assist in recovery. Beyond this, there are many other sources of private funding that come into play as part of long-term recovery efforts including non-profit and philanthropic sources that often address recovery aspects that are not addressed by local, state or federal sources. HUD requires grantees to identify in their Action Plans how HUD funds will be used to leverage funds from other sources, including private sector resources. For example, the City of New York's recently approved Action Plan leverages significant levels of private funds to address immediate needs that could not be addressed through local or federal resources.

Allocations and Estimates

Question: What estimates and methodology did HUD use in making this initial round of CDBG-DR allocations?

Answer: HUD's methodology for allocating the initial \$5.4 billion in CDBG-DR funding in response to Hurricane Sandy is included as Appendix A to the HUD's Federal Register Notice published March 5, 2013 (see 78 FR 14348 – 14349 below). Initial allocations were based on a formula that took into account observed damage and initial estimates from FEMA as well as data from the Small Business Administration and its disaster assistance loan program for housing repair and replacement and its loan program for business real property repair, replacement and content loss.

The URL for the notice is <https://federalregister.gov/a/2013-06170>



Federal Register
3-05-2013.PDF

Allocations and Estimates

Question: What data and methodology will HUD use to allocate the remaining two-thirds of the CDBG funds?

Answer: The Department has not determined the methodology that will be used to allocate the remaining \$9.286 billion in CDBG-DR funding appropriated by P.L. 113-2. HUD will likely rely on existing data sets from FEMA and SBA to inform the allocation process. The initial Action Plans submitted by grantees are focused primarily on housing and economic revitalization needs, as FEMA and SBA data related to those categories of activity are generally more readily available at the outset of disaster recovery. Additional FEMA data related to infrastructure needs typically follows later in the disaster recovery process and when available, will be incorporated into the Department's methodology for determining future allocations.

Allocations and Estimates

Question: How much does HUD intend to allocate to 2011 disasters and reserve for 2013 disasters?

Answer: On March 27, 2013, HUD announced \$514 million in CDBG-DR funding allocations from P.L. 113-2 to qualifying disasters that occurred in calendar years 2011 and 2012 (excepting Hurricane Sandy). This allocation is in addition to \$400 million in CDBG-DR funding for 2011 disasters pursuant to appropriations provided by P.L. 112-55. The Department has not made a decision on the amounts of funds to be reserved from P.L. 113-2 for qualifying disasters that may occur in calendar year 2013 but will allocate funds consistent with the statutory direction that they be directed to "the most impacted and distressed areas" as a result of major disasters declared under Title IV of the Stafford Act.

Mold and Healthy Homes

Question: How will HUD ensure that the remediation of mold and other indoor toxins is included in local plans?

Answer: The Department has taken extensive steps to ensure that grantees receiving CDBG-DR funds in response to Hurricane Sandy are accounting for costs associated with mold remediation and other toxins in their long-term recovery efforts. The Department conducted a two- and a half- day training session in March 2013 for these grantees, holds technical assistance calls with grantees on a weekly basis and, in some instances, has commissioned on-site technical assistance through the OneCPD technical assistance initiative. Throughout these efforts dating back to January 2013, HUD has made it clear to grantees that mold remediation is an eligible cost as part of a housing rehabilitation activity and such costs should be part of the determination of how much CDBG-DR assistance a homeowner or property owner should receive. Further, the Federal Register Notice issued by HUD on March 5, 2013, which governs for the CDBG-DR funding in response to Hurricane Sandy expressly requires grantees and their recipients to use mold-resistant products as part of rehabilitation efforts. Plans submitted by the City of New York, the State of New York and the State of New Jersey each directly reference mold remediation as part of housing rehabilitation programs and will be part of the process in determining assistance levels.

Mold and Healthy Homes

Question: Will there be a way to track how much of the local funds are spent on this activity?

Answer: Mold remediation is not, in and of itself, a CDBG-eligible activity as it is considered to be a component cost of a housing or commercial rehabilitation activity. As such, HUD will be unable to precisely track the amount devoted to remediation purposes but will track the amounts used for housing or commercial rehabilitation purposes.

THURSDAY, MARCH 21, 2013.

FEDERAL TRANSIT ADMINISTRATION

WITNESS

PETER M. ROGOFF, ADMINISTRATOR, FEDERAL TRANSIT ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION

Mr. LATHAM. Okay, the hearing will come to order. I apologize to the witness for having a little delay with votes this morning, but I think we are going to skip our statements here and go right to your opening statement, and then to questions if that is okay.

Mr. ROGOFF. Very good.

Mr. LATHAM. Mr. Administrator, you are recognized for your statement.

Mr. ROGOFF. Thank you, Chairman Latham, Ranking Member Pastor, and members of the committee. Thank you for inviting me here today to highlight the Federal Transit Administration's progress towards implementing key provisions of MAP-21, which made many bold policy changes the administration has fought for. These changes come at an especially critical time for public transportation. But for Hurricane Sandy's impact on transit systems in the Northeast in 2012, the United States would have recorded its highest annual level of transit ridership since 1957 with 10.5 billion trips taken. We are seeing transit ridership increase across the board, whether it is bus, light rail, commuter rail, or bus rapid transit. We have transit agencies that are experiencing double-digit ridership increases without any expansion in service.

So despite facing an array of funding challenges, it is vitally important for the FTA to make progress toward implementing MAP-21. Nowhere have we made more aggressive progress in implementing MAP-21 than in standing up our new Emergency Relief Program. Hurricane Sandy was the worst public transit disaster in the history of the United States, affecting more than 40 percent of the Nation's transit ridership at the height of the storm.

The Obama administration first proposed the establishment of an Emergency Relief Program for transit in its FY 2012 budget, and fortunately, MAP-21 put that program in place prior to Hurricane Sandy. The Disaster Relief Appropriations Act originally granted \$10.9 billion to FTA to reimburse transit agencies for response and immediate recovery, and to mitigate the impact of future disasters. That amount was subsequently reduced by \$545 million as a result of the sequester. Still, we are very grateful to this committee for providing that level of assistance for our most transit-dependent region of the country.

In just over 6 weeks since President Obama signed the Disaster Relief Bill into law, the FTA has responsibly allocated more than \$500 million to reimburse the hardest hit agencies in New York,

New Jersey, and elsewhere. We are on track to allocate the remainder of the first \$2 billion of the disaster aid by the end of March, as this committee stipulated in the Disaster Relief Act.

At the Obama administration's urging, Congress granted FTA historic new authority to provide long overdue Federal safety authority for public transit, and we welcome this responsibility. Our goal is to implement a safety management system approach that improves safety using commonsense standards that will add value without adding a great deal of cost or burdensome regulations.

We recognize that a one-size-fits-all approach to safety is not the best approach for the unique needs of individual transit agencies. FTA will set a national framework and then work with each transit agency to develop a safety system that targets their greatest safety vulnerabilities, and even between like-size systems, those safety vulnerabilities may be different. Meanwhile, we have begun to work closely with affected Governors, our Transit Rail Safety Committee and other stakeholders to embark on a rulemaking and widespread education process.

Keeping our transit systems safe goes hand in hand with bringing our aging systems into a state of good repair. Following on the administration's budget proposal, MAP-21 established a needs-based formula program for rail, ferries, and busways and initiates a new National Transit Asset Management Program that will cover all transit systems.

This program will help the industry tackle deferred rehabilitation, replace outdated transit assets, and support ongoing maintenance efforts that are key to maintaining a transit network that continues to provide reliable and desirable service for the American public. We see this initiative as central to our ability to make sure that the investments that this committee has made in transit in the past are well looked after, and that the ridership is getting quality service for the investments we made.

I appreciate this committee's support for the policy goals in MAP-21; however, I want to remind the committee that FTA faces several budget challenges that hamper our ability to address all of these goals. Overall, the sequester struck \$656 million from FTA's budget. It reduced program funding for our Capital Investment Grants Program by just less than \$100 million. This will mean that few, if any, additional New Starts construction projects will be fundable in the real future. Even more troubling is the fact that ongoing major New Starts and Small Starts projects will experience increased borrowing costs as FTA will now be required by sequestration to slow its scheduled grant payments to projects for which we have already made written financial agreements.

Even without the sequester under MAP-21, our capital investment program was authorized to receive 10 percent less in funding when compared with amounts available to carry out the projects in recent years. These are just some of the significant challenges that directly affect our programs and the record number of transit riders we are serving.

FTA will continue to do all we can to make progress to live up to the promise of MAP-21 with the resources made available to us. Thank you, and I would be happy to answer any questions you have.

[The statement of Mr. Rogoff follows:]

STATEMENT OF
PETER M. ROGOFF
ADMINISTRATOR
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
BEFORE THE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN
DEVELOPMENT, AND RELATED AGENCIES
U.S. HOUSE OF REPRESENTATIVES
MARCH 21, 2013

Chairman Latham, Ranking Member Pastor, and Members of the Committee:

Thank you for inviting me to appear before you today to highlight the Federal Transit Administration's (FTA) progress toward implementing key provisions in the Moving Ahead for Progress in the 21st Century Act, known as MAP-21. This new authorization provides critical support to transit systems across the country at a time when national ridership has grown by 154 million trips in 2012 to 10.5 billion trips—the second highest level since 1957. This was the seventh year in a row that ridership exceeded more than 10 billion trips. And this increase occurred despite the devastating impact of Hurricane Sandy, which adversely affected roughly 40 percent of the nation's transit ridership at the height of the storm.

MAP-21 will help strengthen the nation's public transportation infrastructure and provide transit services people demand. The two-year authorization, providing \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation, codifies some of the Administration's highest priorities for enhancing the safety of public transportation, strengthening our nation's transportation infrastructure, and streamlining government to serve taxpayers' needs more efficiently.

In the eight months since MAP-21 was signed into law, FTA has started implementing key provisions, setting up new programs, and providing guidance and training to states, metropolitan planning organizations, and transit agencies. We have an active and engaged legislative implementation team and an aggressive timetable in place. Because MAP-21 closely reflects some key program and policy priorities well under way at FTA prior to its passage, our agency has been able to move ahead quickly in two important areas.

First, FTA published in January 2013 a final rule for Major Capital Investment Projects—years in the making—that adopts a more straightforward approach for measuring a proposed transit project's cost-effectiveness; expands the range of environmental benefits used to evaluate proposed projects; adds new economic development factors to its ratings process; and streamlines the project evaluation process. The revised ratings and evaluation criteria will better capture the full range of benefits that FTA's transit investments provide through the New Starts/Small Starts program, while continuing an appropriate level of oversight of taxpayer

dollars. These revisions align with major purposes of MAP-21, including improving the development and delivery of capital projects and moving us toward a more performance-driven system. We appreciate the Committee's support for this important achievement.

Second, FTA and the Federal Highway Administration (FHWA) jointly published in February 2013 an important final rule to streamline the environmental review process under the National Environmental Policy Act (NEPA) for proposed transit projects seeking Federal funds. The rule establishes 10 new categorical exclusions (CEs) defined specifically for transit projects. CEs significantly expedite FTA's environmental review of projects that have been shown to have little environmental impact while preserving critical community input on how planned transit projects affect the local environment. These NEPA revisions, like the New Starts changes, are closely aligned with the policy goals of MAP-21.

In addition to these significant rulemakings, FTA is making progress to implement MAP-21 on several fronts. For example, at the outset of FY 2013, FTA published interim guidance on all of our MAP-21 programs as part of our annual funding notice for the first half of the year under the continuing resolution. This guidance helped FTA grantees get a jump on submitting their FY 2013 funding applications and laid the groundwork for future-year grants. FTA is making good progress on developing more detailed guidance on which we will seek public comment in the near future.

Despite these early achievements, we recognize that much work and many challenges lie ahead. Our ability to fully implement MAP-21 is significantly hampered by the funding constraints imposed by the current fiscal year continuing resolution as well as budget cuts imposed by the Budget Control Act of 2011. Nearly \$5 million in cuts to our administrative budget will undoubtedly delay some aspects of MAP-21 implementation and reduce our ability to respond to our stakeholders' needs. Every budget request under this Administration has sought additional funding to allow for additional staffing at the FTA to better address our core responsibilities as well as our new safety responsibilities. Moreover, reductions in FTA's capital investment program funding will mean few, if any, additional New Starts construction projects will be fundable in the near term. Also, sponsors of ongoing major capital projects may experience increased borrowing costs as FTA may be required by sequestration to amend its pay-out schedule on projects to which it has already made financing commitments. Nevertheless, FTA is committed to moving forward as quickly as possible to implement MAP-21 so that the American people may reap the benefits that come with investing in public transportation that improves transportation equity, provides access to jobs and services, reduces congestion, and stimulates our economic development in cities and communities throughout the nation.

Public Transportation Emergency Relief Program

As Deputy Transportation Secretary Porcari testified before this Committee last Friday, nowhere has FTA made more aggressive progress in implementing the provisions of MAP-21 than in the area of emergency relief. The President's Budget first proposed in FY 2012 a new emergency relief program for the FTA to parallel a similar capability in the Federal Highway Administration. The President proposed this program to strengthen the agency's authority to provide disaster assistance to transit agencies in the wake of major natural disasters and other emergencies, and the program was authorized by Congress in MAP-21.

The authorization of this new program arrived just in time for Hurricane Sandy; the worst natural disaster in the history of public transit in the United States. Hurricane Sandy devastated transportation systems in the hardest-hit parts of New York and New Jersey—which together represent more than one-third of our nation’s transit ridership—and triggered a very rapid implementation path for the program. The Disaster Relief Appropriations Act of 2013 (Pub. L. 113-2) appropriated \$10.9 billion to FTA to help transit agencies repair and replace damaged vehicles and equipment affected by this storm, as well as to undertake work to mitigate the impact of future floods and other disasters on transportation assets and systems.

Unfortunately, the balance of funds appropriated by Congress has been reduced by \$545 million as part of sequestration. The reduction will affect DOT’s ability to help strengthen and protect transportation systems, including transit agencies, from future storms and natural disasters.

Nevertheless, in just over seven weeks since President Obama signed the disaster relief bill into law, the FTA has responsibly allocated more than half a billion dollars to reimburse transit agencies for heroic efforts to protect people and equipment before, during, and after Hurricane Sandy. With millions of commuters using these systems each day and transit ridership approaching record highs across the nation, these funds will ensure that these systems are fully restored and needed services continue to be provided. These funds have provided much-needed assistance to the largest affected agencies, including the New York Metropolitan Transit Authority, the Port Authority Trans-Hudson Corp., and New Jersey Transit, as well as smaller agencies that can ill afford unanticipated emergency expenditures, such as the Milford Transit District in Connecticut.

By the end of March, 2013, FTA intends to allocate the remainder of the initial \$2 billion to impacted agencies that submit applications for assistance. The release of the remaining funds authorized in the Disaster Relief Appropriations Act is contingent on two activities. First, FTA and FEMA have signed a Memorandum of Agreement, as also required by MAP-21, which clarifies coordination of roles and responsibilities of both agencies to ensure that assistance is delivered in a timely, responsible, and transparent manner. Second, FTA must publish an interim final rule for the new Emergency Relief Program, laying out eligible activities and the criteria FTA will use to identify projects for future funding. The interim final rule is under review within the Administration and will become effective immediately, once it is finalized.

Safety Authority

MAP-21 gives FTA long-sought authority to establish safety performance criteria for all modes of public transportation and establish minimum safety performance standards for public transportation. In addition, MAP-21 significantly strengthens FTA’s ability to oversee and enforce common-sense safety standards for rail fixed-guideway transit systems. The Administration first transmitted transit safety legislation to the Congress in December 2009 and many of the provisions sought in the Administration’s bill were included in MAP-21. At the time the Administration’s bill was transmitted to Congress, Secretary LaHood also formally established the Department of Transportation’s Transit Rail Advisory Committee on Safety (TRACS).

While Congress has yet to appropriate additional administrative funds to carry out this new area of responsibility, FTA has moved forward as expeditiously as possible using already

strained existing resources. We are developing a roadmap for a comprehensive MAP-21 safety roll-out plan that is sensitive to stakeholder's concerns about this new oversight initiative. FTA will build a 21st century regulatory program over a period of several years.

In the short term, FTA has tasked TRACS to provide strategic guidance on the forthcoming rulemaking framework. FTA has also articulated a strategic framework for safety oversight, predicated on a safety management systems approach that takes into account the differing characteristics among rail systems and operators. We will pursue an approach that is scalable—not a one-size-fits-all model. Our initial focus in the first few years is on establishing a safety oversight regime that is expressed through Federal rulemakings, and complemented by development assistance packages for state safety oversight organizations (SSOA) and agencies. We will administer grants to assist agencies in becoming eligible for state certification and devise strong safety training programs.

With respect to strengthening and adequately funding the SSOAs—a key provision of section 5329 under MAP-21—FTA has issued clear instructions to the governors in each of the 28 states that operate a rail fixed-guideway transit system (or where such a system is in engineering or construction) that is not already subject to regulation by the Federal Railroad Administration. Specifically, in August 2012, Secretary LaHood first informed every affected governor by letter that financial arrangements must be made to secure the matching funds necessary for receipt of FTA's state safety oversight funds. Under MAP-21, a percentage of the section 5307 Urbanized Area formula funds are set aside to assist eligible states with their state safety oversight programs. MAP-21 also requires a 20 percent state match to help cover reasonable costs of a state safety oversight program. FTA is currently developing a formula to make those funds available to eligible states. Every eligible state will be expected to use program funds to strengthen their SSOA and to position them to comply with the requirements of MAP-21.

Going forward, FTA will act as the leader, facilitator, and final regulatory authority setting minimum safety standards, and be held fundamentally accountable for the overall safety performance of the nation's fixed-guideway rail transit systems. To achieve these goals, FTA will concentrate on strengthening the capacity of SSOAs to serve as effective day-to-day safety regulators capable of holding these locally governed transit systems accountable for safe operations by ensuring they comply with minimum common-sense safety standards.

Additionally, FTA will work to adapt its comprehensive safety approach to all modes of public transportation within its safety authority. Specifically, we will work to ensure that the bus segment of public transportation, upon which millions of riders depend every day, receives the resources, tools and technical assistance it too will need to ensure the safety of the riding public.

However, we must sound an important note of caution. Regrettably, the Continuing Resolution introduced by both the House and Senate gives FTA resources that are well below those sought by the Administration to carry out the safety provisions in MAP-21 that are at the heart of our effort to greatly improve an oversight regime that has been inadequate for half a century. This allows the current inefficient safety oversight mechanisms to remain in place longer than they otherwise would.

State of Good Repair and Transit Asset Management

Since 2008, FTA has staked out a leadership role in highlighting the critical need to bring the nation's aging transit assets into a state of good repair, especially in large urban areas—and to hold transit agencies accountable for implementing a more strategic approach to managing the lifecycle of their assets. The momentum we initiated is real, but the gains that will truly benefit the American people require sustained investment. FTA obligated \$1.9 billion—about one-fifth of our share of funds under the American Recovery and Reinvestment Act of 2009 for this very purpose, along with more than \$2.2 billion in discretionary dollars over the last four years. Indeed, the Administration has made increased funding for a new State of Good Repair program the centerpiece of its annual budget requests for the FTA. Congress incorporated elements of our proposal on this essential area into MAP-21 by creating a more needs-based state-of-good-repair formula program.

FTA recognizes that this problem cannot be solved by Federal action alone and requires a concerted effort by Federal, state, and local resources in a coordinated, strategic manner. That is why FTA is establishing a national Transit Asset Management System. The new section 5326 Transit Asset Management program established under MAP-21 is vitally important to carrying out these infrastructure investments effectively and responsibly. This innovative program requires all FTA funding recipients to adopt a structured approach for managing their capital assets and be accountable for leveraging all available resources to bring their systems into a state of good repair through reinvestment and replacement. Earlier this year, FTA sponsored a successful public dialogue with over 700 stakeholders to obtain critical input on how we implement these new requirements. And FTA will shortly solicit public comments through the *Federal Register* on ways to report asset inventories and asset conditions to FTA's National Transit Database—an important first step toward refining estimates of the nation's transit-related state-of-good-repair backlog. This is a very important initiative that will help FTA and Congress better understand how Federal dollars are being effectively targeted on each transit agency's greatest needs. It will also assist us in ensuring that Federal investments are being well managed and well utilized.

As part of our ongoing broader effort in this area, we are also developing interim policy guidance to establish the agency's first formal definition of "state of good repair," which will be important for setting funding criteria in the future. The new definition will also have a direct bearing on the implementation of two cross-cutting FTA programs under MAP-21 – the Core Capacity Improvement Program (which excludes state of good repair projects from eligibility) and the Pilot Program on Expedited Project Delivery (which requires grant applicants to certify that their existing systems are in a state of good repair).

Accelerated Project Delivery

Improving the development and delivery of capital transportation projects is a primary policy goal of the Administration. MAP-21 incorporates this effort to streamline and expedite infrastructure projects of regional and national significance. As cited above, FTA has already issued two significant rulemakings that streamline and in some cases accelerate the New Starts program and the NEPA process.

In addition, FTA and FHWA have jointly issued two other actions in February to improve project delivery. First, the two agencies jointly issued a regulation creating a categorical exclusion (CE) under NEPA for emergency actions pursuant to Section 1315 of MAP-21. This CE applies to all transit facilities and covers emergency repairs undertaken as part of FTA's Emergency Relief Program. And second, they jointly issued a notice of proposed rulemaking for CEs for projects within a rail transit system's operational right-of-way and projects receiving limited Federal assistance. These types of actions effectively cut red tape for funding recipients, reduce the administrative burden on state and local governments, and expedite results for the American public.

Public-Private Partnerships

FTA also recognizes the value of public-private partnerships as a means of augmenting public investments in infrastructure. On March 7, 2013, FTA published for public comment a proposed circular on Joint Development that clearly explains how FTA funds and FTA-funded real property may be used for public transportation projects that are related to and often co-located with commercial, residential, or mixed-use development. The circular emphasizes the concept of "value capture," which encourages FTA grantees to leverage Federal investments to capture revenue (such as the sale of publicly held land near transit facilities) that can in turn be used to offset capital and operating expenses.

Conclusion

MAP-21 offers an important opportunity to recalibrate the way our government evaluates and invests in our federally funded public transportation infrastructure. From a transit perspective, the law's major provisions enable FTA to focus our resources on strategic investments that will result in a better riding experience for millions of Americans, while repairing and modernizing transit systems for generations to come.

This opportunity could not come at a more critical time for our nation. A major paradigm shift is under way in this country that has a profound impact on how people get from place to place—and how they're able to move around. We learned in the last Census, for instance, that our population as a nation is going to grow by 100 million people by 2050, and that population growth is not going to be spread evenly across the country, but will be concentrated in many of the areas where populations are concentrating now, especially our metropolitan areas. Moreover, a smaller percentage of the population by that point will be working, as the Baby Boom generation ages. At the same time, fewer young adults are driving—many prefer to take transit. These trends, combined with climbing rates of ridership, strongly indicate that the ability of the United States to compete and grow its economy depends, in large measure, on the health of our public infrastructure, including the transit rail and bus systems millions depend on every day to access jobs and contribute to their communities as productive citizens.

We can either plan for this growth now by making the necessary investments to accommodate the population increase, or we can be overwhelmed by it. This Administration has proposed budgets year after year that would help plan for that growth.

Thank you and I am happy to answer any questions you may have.

Mr. LATHAM. Thank you very much. MAP-21 made a number of changes in the bus formula program. Some call it streamlining, but it really is a massive shift of national funds to the large rail systems, leaving just pennies for bus-only systems. Iowa has one of the oldest operating fleets in the country. Our state of good repair needs are great. Over 54 percent of Iowa buses are operating beyond their useful life, and yet the return on our contributions to the trust fund is minimal.

Under SAFETEA-LU, Iowa could replace about 41 buses a year. Under MAP-21, it will only replace about 22 in the first year. That is almost a 50 percent decrease.

Can you explain what happened to the formula in MAP-21 shorting the bus-only transit systems like we have in Iowa? How would you propose to make it more equitable for the allocation of funds under the formula? Specifically, how would you address state of good repair in a state like Iowa?

Mr. ROGOFF. I can, Mr. Chairman, and I have heard this concern from a number of regions around the country. Just to provide a very brief bit of history, the administration did propose that the Bus Discretionary Program that was available for years under SAFETEA-LU and prior authorization acts be folded into a formula program for state of good repair. However, the administration's proposal proposed that new State of Good Repair Program be available for the bus-only operators, and it also proposed sizeable funding increases for the program.

So when I went around the country advocating that this policy change take place, I also assured the bus-only operators in multiple public statements that they would certainly get no less than they were getting before.

MAP-21 went a different way. The Congress took some of that money for the bus discretionary program, put it in the State of Good Repair Formula program, limited that State of Good Repair program only to what we called "fixed guideway" operations, mostly rail, and then used a smaller amount of money, really less than half, for the bus-only operators.

So there is no question that they took a hit here. And I think it is something that needs to be revisited in—I don't know if you call it MAP-22, but whatever the next reauthorization is. When we proposed this policy, the dollar level for the program was more than \$1 billion more than what MAP-21 provided, and that would have provided plenty of money for the bus-only operators and others, but MAP-21 went a different direction.

Mr. LATHAM. The administration submitted a proposal.

Mr. ROGOFF. The administration submitted a budget.

Mr. LATHAM. The reality is that for the first time since Eisenhower, an administration has not had a proposal.

Mr. ROGOFF. Well, I will put it this way: The administration, through its budget proposals, showed what programs that we would consolidate and I did testify before the Senate Authorizing Committee on this specific proposal. However, no, we did not formally submit a legislative message on that.

Mr. LATHAM. There is not one.

Mr. ROGOFF. There was not one, no, sir.

Mr. LATHAM. It has come to my attention that the Department asked for and got a provision added to MAP-21 that transit systems serving areas of 50,000 to 200,000 population will no longer be designated a designated recipient of the FTA funds. What was the reason for the change in status, and can you tell me if the FTA consulted any of those affected communities before insisting on that provision? Is there any thought of the impact on those communities?

Mr. ROGOFF. In your last question you pointed out that we did not have a proposal, so I don't think that we could have proposed this either. But I think more importantly, we sought clarity in who the designated recipient would be. We did, obviously, and we do have regular consultations with communities. I think this has worked better in some communities, than others. We are currently working, if you will, on a one-by-one basis to make sure that it is understood who the designated recipients are, and that local decisionmaking is determining how funds are suballocated.

Mr. LATHAM. You still have all of the regulations in effect for those communities, but they are not getting any funding? How do you keep the regulations in place?

Mr. ROGOFF. Well, if I follow you correctly, they are certainly getting funding through the suballocation from the designated recipient. It is not like they were cut off from Federal funds. It is really the process of who is doing the local decisionmaking as to how funds are allocated.

Mr. LATHAM. Okay. Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman. Welcome.

Last week we had GAO and the Inspector General from the Department of Transportation, and we talked specifically about some of the programs within the agencies, but one of the things that I talked about with them in terms of the hearing was the capacity of the agencies to be able to collect data, evaluate the data, and then use the information available so that you could have better practices and find out what is happening.

You now have a new assignment through MAP-21, and less, at least administrative moneys, I don't think are there, and with sequestration added to that, and so as you collect, how do you see your IT in terms of collecting the data from the local agencies, bringing them up and evaluating them, and then using them as management tools to continue either supporting, or you know, changing things as things are not working out?

Mr. ROGOFF. I would say Mr. Pastor, we do robust data collection, but the methodologies we use and the questions we are asking I think need to be reformed and updated. Every transit agency that receives Federal funds is required to submit data to the National Transit Database. Some of that data is used to run our formula programs, using data including ridership, miles that they operate, et cetera.

The new safety responsibility brings a considerable new data-collection effort, but it is not really just on FTA's part. You heard me say in my opening statement that we are really committed to trying to do this new safety responsibility in a way that adds value, but does not add a lot of cost and a lot of burden. One of the ways individual transit agencies do that is by establishing a safety man-

agement system where they have to collect data on their own operations, and use that data to identify their greatest safety vulnerability. And for one agency it may be the skills of their operators, and how many minor accidents are happening that should not have happened with appropriate training. For another agency it may be the condition of their equipment. And they will get that information through data collection.

So we are looking for ways to expand this for the purpose of safety, and to do it in a cost-effective manner. As someone who finances a large portion of the transit agency's expenses, in these times it is not in my interest to issue huge burdensome new requirements, but it is actually through the data collection that transit agencies can do this much more efficiently and much less expensively than hard and fast regulatory one-size-fits-all rules that some other DOT agencies have done in the past.

Mr. PASTOR. The other point that kind of stuck out with me was that just the equipment that is available to your people, or in—I don't know about FTA in particular, but it seems that at least through the whole agency, that the equipment itself was greatly outdated and needed to be modernized. Do you have that same problem in your agency?

Mr. ROGOFF. We do. There is no question that no one would argue that DOT is on the cutting edge of IT. So let me give you an example, and it is a very big game changer for us. We are working on, we have a computer interface with every transit agency, and the way we cut grants is through our so-called "TEAM" System. That system is very old, very user unfriendly. My 15-year-old would laugh at it if I showed him what one has to go through to communicate between the FTA and its grantees.

We are, even with scarce funds, developing a new open-architecture system. We are years behind in getting it launched, but we hope to get it into play in the next couple of years.

Mr. PASTOR. The question that I have, your Capital Investment Grant reduced by \$100 million?

Mr. ROGOFF. Yes, sir.

Mr. PASTOR. And we were out there with the City of Mesa as they were cutting ribbons for the expansion of the Metro 3 miles further east, but what is going to happen to that particular segment of the extension, of the transit extension as an example how sequestration is going to slow things down or require a new way of thinking in terms of funding and getting things done?

Mr. ROGOFF. Well, as I mentioned in my opening statement, the combination of the CR with sequestration means that for the first time in a very long time the agency will have less money than we need to fully accommodate the amount that would be required to fulfill all of the funding commitments made for 2013 in each of the full-funding grant agreements that we have signed.

We have not made any decisions yet in terms of how we will apply that against individual grants, but it is going to slow our progress on the entire New Starts program until we can get a funding level consistent with the signed commitments, of which Mesa is one.

Mr. PASTOR. Yeah. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Pastor.

Mr. Dent.

Mr. DENT. Thanks, Mr. Chairman. Good morning.

MAP-21 increased funding for the TIFIA program from \$122 million to \$1 billion a year. This funding increase plus a change in the law allows project costs under TIFIA loans to increase, I think, from 33 to 49 percent. Have these changes been effective in tracking more loan applications in State and local governments and public-private partnerships?

Mr. ROGOFF. Well, I cannot speak to the impact of that particular policy change. Obviously, TIFIA is one program where there has been extraordinary growth in interest. Prior to being nominated for this position, sir—I worked on the Senate Appropriations Subcommittee on Transportation, and there was a time when we were actually rescinding TIFIA funds from lack of interest and lack of use.

That has completely turned itself around, especially as the financial markets have changed and the demand for TIFIA is now far exceeding even the increased numbers authorized under MAP-21.

TIFIA is doing great work, not just obviously for transit projects, but also for highway and other projects, port projects, where the credit subsidy is having a real impact on people gaining access to private capital at very affordable terms. So yes, DOT has a considerable demand and MAP-21 did do us well by providing considerable additional authority.

Mr. DENT. And as you are aware, too, MAP-21 streamlines some of the project development processes that were established limits on environmental reviews and consolidated steps that FTA has got to take in the project process. What are the impacts of these changes having in practical terms for the FTA and the grantees?

Mr. ROGOFF. Well, they are very positive in that we just recently—jointly with the Federal Highway Administration—came out with a rulemaking to expand the number of categorical exclusions. You know, a great many, almost all transit projects are inherently environmentally beneficial, so it has always been a frustration if they have to go through a very painfully long environment approval process. So this mad effort enables us to get projects through the pipeline more quickly, and it enables the taxpayers and the transit riders to get the benefits of the improvements more quickly.

Mr. DENT. Yeah, and another issue with respect to MAP-21 and that new formula grant program for buses, it is really going to bus rapid transit, what I have seen in my reviews of this infrastructure development is that BRT systems seem to have a forward leaning, or forward leaning alternative to light rail in terms of flexibility and economic feasibility, especially. This concept of BRT, as you are probably aware, is getting a lot of attraction in other countries. How does BRT fit in FTA's vision for modernizing, expanding, improving transit options in our communities?

Mr. ROGOFF. Well, we are an advocate for BRT in certain corridors where it makes sense. You know, in certain corridors based on the density or other factors, only rail is going to make sense. But BRT, if you can give it a designated lane, if it does not have to co-mingle with other traffic, it can move an extraordinary number of passengers at a very affordable cost. There are other tools

that BRT can use like signal priority where every time a bus approaches a traffic light it is always green. If you are selling the fare media to passengers not as they board the bus, but before they board the bus, you can move a lot of people very efficiently.

It works in some corridors, not others, but we are funding, especially through our Small Starts program, a number of very successful BRT projects.

Mr. DENT. And on the issue of Sandy, which established a new Emergency Relief Program within FTA, FTA's new Emergency Relief Program was authorized under MAP-21 and it appears that the Sandy funds were used, Sandy funds were the first infusion of funds, I think, used for that program.

Mr. ROGOFF. Correct.

Mr. DENT. What is the process for deciding which applications receive funding?

Mr. ROGOFF. Well, consistent with the Disaster Relief Appropriations Act, those dollars are limited just to those impacted by Hurricane Sandy. At present we are taking applications. We just did our first tranche of allocations for response and recovery. In the next few months, we will be coming out with guidance on how we will handle applications for mitigation, an important investment that this committee made in seeing to it that there not be a recurrence of these disasters in terms of their impact on transit agencies.

Mr. DENT. Are you getting requests in a complete package, or on a piecemeal basis?

Mr. ROGOFF. We have invited the applications on a rolling basis. We did one solicitation for the first tranche of money. We established a deadline of March 8. Consistent with the direction that was in your appropriations act, we will at the end of the month allocate the first \$2 billion. At that point, the window will be open for people to come to us with eligible response and recovery costs as they are ready to come to us.

Mr. DENT. Thank you, and I yield back.

Mr. LATHAM. Thank you, Mr. Dent.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman. Greetings, Administrator, glad to have you here.

Mr. ROGOFF. Good to see you.

Mr. PRICE. I want to commend you. I don't remember an Administrator of your agency that has had a more hands-on approach than you have had. It seems to me that your experience as a staffer in this institution has served you well. You are hands on, you do master details, and you are a good communicator. You have paid attention to Members' needs to understand the program, understand the process, and you have communicated well with the local communities who are involved in that, so I commend you for that.

Mr. ROGOFF. Thank you.

Mr. PRICE. I think you have opened up this agency in a very positive way, and I think you have modified the processes in positive ways as well, administrative means, and also from the MAP-21 legislation. You have reformed the evaluation criteria. You have streamlined the process for New Starts. Cost-effectiveness is still a criteria, but the administration has begun to evaluate projects in a more robust manner, land use, increased mobility, economic de-

velopment, and we have been looking for that for a long time. So I commend you for that as well.

I wonder also, I will ask you three questions in rapid succession here. I wonder if you have also thought about what the Federal share might be? I know it is already down to 50 percent from 60, but are there variable kind of Federal shares that could be significant enough to get a new project off the ground and would help you stretch the funding and add yet more flexibility to the program?

I think a lot of communities would settle for a lesser Federal share in exchange for more rapid approval, and more flexible criteria.

Secondly, I wonder right now what the balance looks like, and what kind of balance you are trying to maintain between the expansion projects, and the new New Starts. There are a lot of promising expansion projects around the country, I know that. They meet the needs of our Nation's largest metropolitan areas, but of course, there are a lot of communities wanting to get going with transit systems. And I wonder what kind of balance you are aiming for there, and what you have been able to maintain.

And then finally, of course, we are concerned about the effect of sequestration, and the current budget situation more broadly on all of this.

In your testimony, you noted that sequester would take \$100 million from New Starts. You expressed concern about your ability to fund projects in the pipeline. I assume that means the payment schedule for New Starts that already have a full funding grant agreement. I wonder what it might also mean for putting projects in the pipeline, putting new projects in the queue, so to speak.

Mr. ROGOFF. Well, let me take each of those in order. As far as variable Federal shares, this is something that we have talked about. This committee has been very clear through its direction that we should not consider or bring forward New Starts with a Federal share more than 50 percent. I have been concerned at times, especially during the recession, that communities would struggle because of the downturn in sales tax revenue to be able to leverage that 50 percent. Yet they are communities very much in need of a transit improvement. I worry a little bit about New Starts becoming a program of "haves" and "have nots." Especially when you consider a city like Detroit, which ranks 109th in its available transit service, but probably 9th in terms of the demand for transit services. It is very hard to get there because of their local financial circumstances. We have been working on ways and fortunately there is a private investment that will serve as the local match for some of their BRT improvements, but that arrangement required special legislation.

You asked about expansion versus new New Starts. I have to admit, we have not really come at it from that perspective. We have considered the projects as they have been brought to us by local sponsors. Some of those are cities brand-new to the New Starts program. Others are expanding. Some of those expansions in busier cities will generate more ridership than some of the new ones, and the law we have does not make a distinction between how we approach them. We have been trying to advance the local vision really of everybody that applies to the program.

On the impact of sequester it is notable. The result of sequester in combination with the CR means that the final number for New Starts this year will be some \$400 million less than what the President proposed. Now, the President proposed those increases not just because we are supportive of these projects. We also requested the increase in this program to accommodate the pipeline that we knew was growing.

So we are now in a situation where we will not have enough funds, at least this year, to fully fund all of the collective agreements that we have signed. We hope that that will change next year. We always, when there is a decrement to an individual project, we add it on at the end, so someone whose payment schedule may end in 2017, the amount that they may not get in 2013, we would customarily add on in 2017, and that has been the precedent of the agency for several years.

Mr. PRICE. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Price.

Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman, and thank you so much for being here. I have a few questions, and some of it is going to kind of follow-up on what you were just talking about. I am going to try and—I want to put all of these questions out there, because I would like answers to all of them, but forgive me for a moment if I give you a little bit of a list and then perhaps we could discuss it. Your testimony mentions streamlining efforts to the New Starts program which was, as mentioned, reauthorized in MAP-21. These streamlining efforts do not include changes to project qualification or requirements, do they?

Mr. ROGOFF. Well, those are pretty broad terms.

Ms. HERRERA BEUTLER. The requirements for the grants. I mean, specific requirements. It does not propose changing or altering the requirements that you are supposed to follow to make a grant, right?

Mr. ROGOFF. Well, it does propose changes to the process we hope to streamline, so let me give you an example if I could.

Ms. HERRERA BEUTLER. Yeah.

Mr. ROGOFF. Earlier under SAFETEA-LU, there were two separate processes at the beginning. You had to do a separate alternatives analysis to qualify for the FTA, and yet a different alternatives analysis, similar, but slightly different, to get through the environmental process through NEPA. We eliminated the separate FTA process because we thought there was—

Ms. HERRERA BEUTLER. Redundancy.

Mr. ROGOFF. It was redundant and we were able to work with the NEPA alternatives analysis and move forward.

Ms. HERRERA BEUTLER. Okay.

Mr. ROGOFF. And that just saves people money and saves people time.

Ms. HERRERA BEUTLER. New Starts that required, and I think you were talking, you mentioned at 50 percent. New Starts requires a local match, a stable and reliable capital financing plan, and the sponsoring agent to display the ability to fund the O&M before the grant is approved, correct?

Mr. ROGOFF. That is correct.

Ms. HERRERA BEUTLER. New Starts program is designed only to pay for a portion of the initial cost of building a transit project. So is it safe to say that once a project is, and this is where I would like your clarification, that once a project is complete, the Federal Government will pay, or will not pay, or will not have a financial role in going forward. To be more specific, if the cost estimates of an operations and maintenance are incorrect, heaven forbid, and the real costs are higher to the local communities, they are the ones on the hook for the excess, right? They cannot come back to the Feds?

Mr. ROGOFF. Well, not for operations. And for capital funding, we normally, when we sign a full funding grant agreement, the Federal contribution is capped.

Ms. HERRERA BEUTLER. Okay.

Mr. ROGOFF. And if there are cost overruns, we do not provide additional Federal funds for them. I think it is noteworthy, however, that we have gotten a lot better as an agency at cost estimation—

Ms. HERRERA BEUTLER. On the capital piece.

Mr. ROGOFF [continuing]. And evaluating risk. Well, also on the operating piece.

Ms. HERRERA BEUTLER. Okay.

Mr. ROGOFF. But we don't fund grants for the operations of a New Start project. That is generally derived from State and local sources. Sometimes operations come in higher, sometimes they come in lower, sometimes agencies choose to actually increase the frequency of service. So there are a number of cities, light rail in Charlotte, in Mr. Pastor's backyard into Phoenix, where ridership has far exceeded on light rail what was initially expected.

Ms. HERRERA BEUTLER. Well, and I think, and just so I can get the rest of these in here.

Mr. ROGOFF. I am sorry.

Ms. HERRERA BEUTLER. That is the goal, right? That is a good scenario.

Mr. ROGOFF. It is a good scenario.

Ms. HERRERA BEUTLER. Back to the local match. What is the maximum percentage amount New Starts can fund transit projects? If the transit project is part of a larger capital construction project, like light rail on a six-lane bridge. Are New Starts eligible to pay for the non-transit portion of that project?

Mr. ROGOFF. Well, since we are going to speak specifically of light rail on a six-lane bridge that I think we are both familiar with, you need to recollect that there is special legislation that was enacted for that project that said the State contributions to the highway portion would count as the match for the transit portion. So in the case of that unnamed project, sometimes referred to as the Columbia River Crossing, this language enables us to provide \$850 million for that project which was more than—

Ms. HERRERA BEUTLER. So wait. Let me ask this in a different way.

Mr. ROGOFF. Sure.

Ms. HERRERA BEUTLER. So the New Starts, so there was special legislation that allowed the New Starts grant—

Mr. ROGOFF. There was.

Ms. HERRERA BEUTLER [continuing]. To provide more than the 50 percent match?

Mr. ROGOFF. The way it was structured was to basically recognize that this is a unique project. It is not just a transit improvement. It is obviously a \$2.5 billion highway bridge as well for one of the most congested highway bridges we have got. And the way that legislation was structured allows basically the contributions of the States toward the highway portion to count as the local match for the transit portion. There are similar things—

Ms. HERRERA BEUTLER. Wait a minute.

Mr. ROGOFF. I am sorry.

Ms. HERRERA BEUTLER. But does that mean that the New Starts program is giving more than 50 percent?

Mr. ROGOFF. Of the transit costs?

Ms. HERRERA BEUTLER. Of the transit costs.

Mr. ROGOFF. Yes, it would be.

Ms. HERRERA BEUTLER. And we allowed that in special legislation?

Mr. ROGOFF. Yes, ma'am.

Ms. HERRERA BEUTLER. Because that seems contradictory to the way that New Starts grants are.

Mr. ROGOFF. These special provisions were not unheard of in years past. There were several done, whether they were for New Jersey, or Utah, or other places.

Ms. HERRERA BEUTLER. Okay. I think that is all for this round. Thank you. I yield back.

Mr. LATHAM. Thank you.

Mr. Ryan.

Mr. RYAN. Thank you, Mr. Chairman. Thank you, and I had a chance to look through your testimony, and I appreciate what you have been able to do the last couple of years. I know it has been an up and down, I guess would be a good way to put it.

One of the issues that I want to ask you about is the alternative fuel vehicles, and some of the research that is going on there coming through MAP-21. The Clean Fuel Bus Grant Program was eliminated and a competitive deployment program was created to advance low or no emissions vehicles and facilities, and the research program was authorized at \$70 million. But under the CR and sequestration, it is going to go down to about \$42 million. And coming from an older industrial area in Ohio, Youngstown, Akron, I think part of creating an overall economic renaissance to try to bring young people back, these are the kind of things that we need to be looking into.

So what will you not be able to do? What activities are you going to have to pare back because of the sequestration and some of the cuts, and if you could just let us know what some of the benefits have been from the research that has gone on.

Mr. ROGOFF. Well, the FTA has over decades, really, played a leadership role in advancing the state of the art on clean fuel buses. We now have in commercially available form zero emission buses. One manufacturer in particular, who really started as a grantee just at the very birthing of the clean fuel zero emission bus program, and now those are being sold in increasing numbers across the country.

You are correct. We do have a new research program under MAP-21. The funding was reduced. It is going to slow our progress to try and get the next generation on the ground. We are still going to implement the program with whatever resources we have, but in terms of the number of participants that we can accommodate, and how quickly we can advance the science, is going to be hampered.

Mr. RYAN. Thank you. So this is a public-private endeavor?

Mr. ROGOFF. It is a public-private endeavor because we obviously are not going to develop the "Federal bus." I hope we never do. It is really about trying to provide some seed capital for innovative science-oriented developers to get a commercially viable bus. So there are really two challenges. One is the science, and then when we have that commercially viable bus, how do we get the price down such that it is really competitive?

A lot of bus agencies now are buying hybrid-electric buses. The cost penalty to buy a hybrid-electric used to be, you really had to be sort of cutting edge to decide that you were going to go that route because they did not provide a pay back. Now, the fuel savings on purchasing a hybrid-electric bus pays itself back and if you can put up the capital up front, it is in your financial interest to buy it.

Mr. RYAN. And how long will it take to pay off and get your money back?

Mr. ROGOFF. Depending on how intensely the bus is used, somewhere between 8- and the usual 12-year service life, but you should certainly make the money back by the end, the end being 12 years.

Now, you have got situations like Mr. Latham's where you have a great many bus operators that are operating buses beyond their useful life. In that particular case, the gas savings, assuming that the equipment can be kept up, will pay itself back year after year. You will have long since gotten your return on investment.

Mr. RYAN. I just think there is a lot of opportunity here given—

Mr. ROGOFF. I agree.

Mr. RYAN [continuing]. The research, the opportunity for the businesses to benefit from this, but also the whole energy independence idea. And here in eastern Ohio, and western PA, and New York with all of the new developments with natural gas, it seems to me this would be a prudent way for us to proceed to continue to make these investments, and also which would not be necessarily your end, but incentives for public transit in cities, and you know, different regional authorities to have the ability and businesses to benefit from incentives to move in this direction. And it could be a job creator in so many different ways, cleaning the environments. A lot of these cities, we all know what the pollution is like in some of these cities as well.

Mr. ROGOFF. Absolutely. You know, I would add that there is a second piece to that, and that is our aggressive enforcement of the Buy America Act.

It is not just about funding the research. It is also making sure that the fruits of that investment result in domestic manufacturing jobs. When we first came in, the number of Buy America waivers issued by the FTA was about 47 a year. We are now down to three,

and we are not happy about those three. So we have been very aggressive in insisting that the taxpayer dollars that this committee puts forward for transit be invested in U.S.-made products to the maximum extent the law allows. And that will be a key part of the new low-emission bus program—to make sure that we get the benefits of that research here in the United States.

Mr. RYAN. Great. Amen.

Mr. LATHAM. Thank you very much, Mr. Ryan.

The CR extends the funding level for the New Starts program for fiscal year 2012 level at \$1.955 billion, with a 5 percent cut for the sequester.

How are you implementing the sequester on the Full Funding Grant Agreements?

Mr. ROGOFF. Well, I don't have a complete answer for you yet, Mr. Chairman, but we will certainly keep you advised. The final amount between the House and Senate on New Starts was just finalized in your concurrence of the Senate amendment on the last vote. So with that now final number, and the impact of the sequester, I will be going to the Secretary and talking about how we try and shoehorn these commitments into the available funding, but we do not have a methodology established just yet.

Mr. LATHAM. Are you providing funds for any project not under the full funding agreements, and if so, why? How can you justify cutting the projects under agreement and funding other projects?

Mr. ROGOFF. Well, respectfully, sir, you are asking me about the details of a plan that has not been developed yet. But the priority of the agency has always been for the Full Funding Grant Agreements we have signed. But until we have a complete methodology, I will need to come back to you on that, and perhaps the Secretary and I can visit you after that decision is made and just explain it personally in your office.

Mr. LATHAM. Okay. We got introduced to the new MAP-21 program rather quickly this winter with the Transit Emergency Relief Program. The supplemental provided a total of \$10.9 billion to repair transit systems damaged in the hurricane and other transportation needs.

I would like to commend FTA and the Department for working with the transit authorities to get everyone moving again. I understand that the Memorandum of Understanding with FEMA as required by MAP-21 and the supplemental, has been signed. Can you tell us in a nutshell what is FEMA's responsibility, versus what is FTA's responsibility in the aftermath of the event? Is it straightforward what your roles are?

Mr. ROGOFF. It is. It is particularly straightforward if we have available funding in the FTA Emergency Relief Program. And this committee also was able to answer the call there and get us funding promptly so that we could put it to work. I will say, our partnership with FEMA has been a very positive one, one that I think some of us might have questioned could be so positive and successful going in. But right after the storm, FEMA gave us a mission assignment so that FEMA and FTA staff could work side by side up in the region doing cost validation even before we had a President's budget request, and before the committee had acted.

So one of the reasons why we have been successful in getting money on the street quickly is we had done a lot of that cost validation work in advance. Once the President put forward his request and made it clear that that funding would all go to the new FTA Emergency Relief Authority, and then the Appropriations Committees followed suit, it was clear that the funding would go through FTA with FEMA assistance. And our principal role there is just making sure that there is no duplication, that there is no double dipping, if you will, that someone somehow got reimbursed for something from FEMA and also for the same expense from the FTA. And we have good procedures in place to make sure that does not happen.

Mr. LATHAM. The transit emergency funds of about \$2 billion was to go out for immediate needs, and then about \$5.4 billion is really for anything authorized under Titles 23 and 49, which pretty much covers everything under the sun at the Department, and another \$3.5 billion is for the regular Transit Emergency Relief Program.

Who will make the decisions on the \$5.4 billion for the general transportation money? Will it be you, the Secretary, or a task force?

Mr. ROGOFF. In terms of the transfer to other agencies, I expect it to be the Secretary because it is transferred—right now the only transfers I know being contemplated are transfers within the Department of Transportation, and this may be there to bring some resources to bear on Amtrak's infrastructure. As you know, sir, up in the New York, New Jersey region, the infrastructure is shared by Long Island Railroad, Metro North Railroad, Amtrak, and New Jersey Transit. They all have a lot of shared infrastructure, some of which are Amtrak assets, and if we are going to address the needs of the entire system, we need to be able to get some money to—Amtrak, who is not an FTA grantee. Amtrak is certainly part of the mix up there that needs to be dealt with. So any of that transfer authority would be dictated by the Secretary.

Mr. LATHAM. Okay. Do you know what factors will be brought into determining the allocations? Particularly, for the mitigation part of it.

Mr. ROGOFF. Well, mitigation is an eligible expense under the FTA program, so that would not necessarily require a transfer. But we are looking at the mitigation investments as sort of the next step. There are going to be some smaller mitigation investments so when you are making the investment in the restoration of an asset, you can also make that investment strong enough to mitigate the possibility of the flooding recurring next time.

There are also some big-ticket mitigation investments being looked at up there that we are going to be—

Mr. LATHAM. Such as?

Mr. ROGOFF. Well, there are investments that will do a lot to protect water encroachment on things like major rail yards and other shared assets. It is a very complicated picture because as some people have pointed out, if you protect one railroad's asset, one tunnel of one railroad, you could, in protecting the Metro North, worsen the impact on the Long Island Railroad or Amtrak. So this really needs to be a regional discussion. And we are leading a regional discussion.

The Deputy Secretary and I met with all of the general managers up there with Secretary Donovan some weeks ago, and we are going to insist on regional cooperation and regional solutions on these bigger ticket items.

Mr. LATHAM. Thank you.

Mr. Joyce, do you have a question? Excuse me. Mr. Pastor.

Mr. PASTOR. Mr. Chairman, we are going to submit our questions for the record in the interest of time.

Mr. LATHAM. God bless you.

Mr. Joyce.

Mr. JOYCE. No, Mr. Chairman, I apologize for being late though.

Mr. LATHAM. Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. One more.

Mr. LATHAM. Sure.

Ms. HERRERA BEUTLER. Just for my curiosity because this was a little bit before my time. Going back to the issue you were talking about of the special legislation, did you have a hand in writing that special legislation when you were on staff prior to your role as Administrator?

Mr. ROGOFF. I don't recall if I was on the subcommittee staff at the time of that legislation. I am trying to remember now.

Ms. HERRERA BEUTLER. Thank you. That was it.

Mr. ROGOFF. I could get you more. I will just have to research what year that was and get you a more definitive answer.

Ms. HERRERA BEUTLER. That would be great.

[The information follows:]

Upon further review, Mr. Rogoff was nominated to serve as Administrator to the FTA on April 8, 2009, at which time he recused himself from all FTA business with the Senate THUD Appropriations Subcommittee. Mr. Rogoff was confirmed by the Senate on May 21, 2009, and began work at the FTA immediately thereafter. The legislation in question was not reported by the Senate until August 5, 2009.

Mr. LATHAM. I think I just have one more.

FEMA is reporting that another \$545 million will be paid by the DRF and backfilled for the sequester's effect on transit disaster money. Is that true that the DRF is backfilling sequester?

Mr. ROGOFF. Well, let me put it this way: I would be surprised in the following respects. Yes, we did lose \$545 million as a result of the sequester, and I will have to look into this. But we also made clear that that \$545 million would not come off of the response and recovery funding. It would come off the mitigation funding. Mitigation funding is something that is eligible under the FTA program.

I am not sure it is eligible under the DRF, so that observation puzzles me, but I will certainly look into it.

Mr. LATHAM. Well, FEMA is giving us the impression that they need to make \$545 million available to FTA for the disaster costs. You are not aware of it?

Mr. ROGOFF. I am not, sir. I will say this. There may be certain costs that FTA will not be able to reimburse for under our program that FEMA would, but as I mentioned earlier, we are going to make sure that it is not duplicative payments for the same item. There is going to be a clear accountability and eligibility chain before any of those payments happen.

As of now, FEMA was about the business of getting started on making some payments for transit, and once we worked with

FEMA, and got the appropriation, those payments did not happen. They literally handed their worksheets to us, and we picked them up and brought those expenses to bear on the FTA program, so there has not been any duplication to date, and I will have to look at that other observation. That is the first I have heard of it.

Mr. LATHAM. Is there any loophole that says a recipient, if they ran out of money, then they could go to FEMA?

Mr. ROGOFF. Well, there is. On the overall observation of running out of money, we are optimistic that we have plenty to handle response and recovery for Hurricane Sandy.

Mr. LATHAM. Do you have extra?

Mr. ROGOFF. No, I would not call it extra. It is the money for mitigation. And we consider it unfortunate that we lost that \$500 million for mitigation due to sequester. Like I said, it is the first I have heard of FEMA proposing to backfill it. And I am not sure they could for mitigation. We are very confident we have enough money for response and recovery.

Mr. LATHAM. Any member have any more questions?

Okay.

I think we will conclude in the interest of time here, because there are members that are going to be leaving town shortly. You can all submit questions for the record, which we will be doing also.

But with that, we thank you for your testimony.

Mr. ROGOFF. Thank you for your time, sir.

Mr. LATHAM. All right, very good.

Thank you, the hearing is adjourned.

[Questions for the record follow:]

Submitted by Chairman LathamQUESTION #1:**Transit System Service Areas of 50,000-200,000 Residents**

As you pointed out in an earlier response to a question about the change in the 'Designated Recipient' status for purposes of FTA funds, your staff consulted with a number of affected communities before insisting on changing the Designated Recipient provision in MAP 21.

Please provide a list of those consulted communities, the approximate dates of each consultation, and the comments of each community.

ANSWER:

- To clarify my remarks, although Congress moved the definition of a designated recipient from 49 USC 5307 to 49 USC 5302, the definition did not change under MAP-21. There were, however, other recent changes related and unrelated to MAP-21. FTA has provided both interim guidance and technical assistance to explain these changes, as highlighted below.
- In October 2012, FTA published Interim Guidance on MAP-21 (published in the Federal Register and found on the Funding and Finance page of <http://www.fta.dot.gov>) highlighting that the new authorization did modify existing programs and create new programs, resulting in different definitions for eligible recipients. For example, under MAP-21 there is a new consolidated Enhanced Mobility for Seniors and Individuals with Disabilities program and a new Bus and Bus Facilities Formula Program. Within each of these programs, MAP-21 defines eligible recipients differently, although the definition for each program references designated recipients.
- In the October 2012 Interim Guidance, FTA also clarified the role of the Governor with respect to areas under 200,000 in population. Specifically, FTA highlighted that based on the language in 49 U.S.C. Section 5336, the Governor (or Governor's designee) is responsible for suballocating the formula apportionments to areas under 200,000. Therefore, the Governor (or his/her designee) is the designated recipient for areas under 200,000. Although many States and grantees believe this is a change, this definition is not new, nor is it related to MAP-21. Since the publication of our interim guidance, FTA has provided technical assistance, upon request, to explain the role of the Governor in suballocating/apportioning funds to areas under 200,000 in population.
- Furthermore, under MAP-21, we understand there is some confusion about eligible recipients and subrecipients for the new Bus and Bus Facilities Formula Program. Based on statutory language, FTA is only able to make grants to the designated recipients. Therefore, for areas under 200,000 in population, the designated recipient is limited to the Governor or Governor's designee, which in most cases is the State DOT. This limitation is different from other programs, such as the Urbanized Area Formula Program (49 USC

5307). Under the Urbanized Area Formula Program FTA can award grants directly to transit systems as direct recipients, although the governor is still the designated recipient and responsible for allocating funds.

- Finally, during FY 2013 FTA began to administer grant programs based on 2010 Census information and new Census boundaries for urbanized and rural areas. FTA provided information in the summer of 2012 to assist areas in understanding the impacts of the 2010 Census on FTA formula programs, and the possibility of new designated recipients in large urbanized areas. Specifically, FTA sent letters to all Governors and several other impacted cities and transit agencies about the 2010 Census changes. In addition, Frequently Asked Questions (FAQs) about the Census changes were posted to the FTA website.

Submitted by Rep. Granger

QUESTION: It is my understanding that the sequester will impact the new starts program, which is a primary financial resource for supporting locally planned, implemented, and operated major transit capital investments.

Can you tell us how pending applications for new starts funding will be affected by the sequester?

ANSWER:

- The sequester and other cuts that were implemented in the FY 2013 appropriations act had a significant impact on the FTA Capital Investment Grant Program. The FY 2013 program funding level was \$380 million below the President's FY 2013 Budget Request. Due to this lower level of funding, FTA had to implement a greater than five percent across the board cut in funding to all New and Small Starts projects under construction grant agreements. In addition, for the first time in roughly 20 years, there was no funding available for any new projects not yet under a construction grant agreement.
- The FY 2013 sequester also impacted the FY 2014 President's budget recommendations for the Capital Investment Grant Program. In the FY 2014 budget, FTA recommended fully funding the planned commitments for projects under construction grant agreements, restoring the FY 2013 funding shortfalls for those projects under construction grant agreements that would be completed in FY 2014, and providing \$120 million for Core Capacity.
- Additionally, FTA was able to recommend eight projects in the FY 2014 budget that are not yet under construction grant agreements that had been recommended for funding initially in the FY 2013 budget but received no funds in FY 2013 due to the sequester. There was not enough funding for the program to include in the FY 2014 budget projects not previously recommended in prior budgets, even though some projects in the program may be ready for a construction grant agreement during FY 2014. This could mean the projects get delayed and incur additional costs as they wait for federal funding.

Submitted by Rep. Cole**QUESTION #1:**

Administrator Rogoff, the last two years, the Oklahoma Transit Association, working through ODOT Transit Programs which submitted the final grant document, compiled a statewide request. On neither occasion were they informed of how the selection process worked and why a few systems within the State were chosen for funding, as opposed to partial funding of the Statewide request. Should it not be up to each State to determine how best to have funds allocated in the future? Would FTA consider allowing States the option of having an application considered as one, Statewide application?

ANSWER:

- Statewide applications submitted to FTA's State of Good Repair (SGR) discretionary bus and bus facilities program for fiscal years 2011 and 2012 often included several projects on behalf of multiple subrecipients.
- The State of Good Repair discretionary grants program was a needs-based competition. Each individual project in a statewide application was reviewed and ranked individually and according to the evaluation process and criteria listed in the respective FTA Notices of Funding Availability published in the Federal Register.
- Based on the structure of the grant proposal submitted, FTA did fund some State-wide projects. For example, if a project requested funding for similar buses to be provided around the State, FTA considered the application to be one State-wide proposal.
- FTA based funding decisions on each project's need, final ranking and geographic diversity. FTA funded as many meritorious projects as possible and strives to balance funding commensurate with transit ridership across the country.
- Additionally, FTA offered unsuccessful applicants the opportunity to receive a debrief of their proposal within 30 days of the awards announcement in the Federal Register. FTA would be happy to provide a debrief for Oklahoma DOT if requested.

Requested by Representative Cole**QUESTION 2#:**

Administrator Rogoff, under law adopted in the 1970s, transit systems that auction off property that reaches the end of its service life are required to return funds, if the sale is for more than \$5,000, to the FTA. Would FTA consider supporting a change to raise the Fair Market Value amount and allowing transit systems to keep the funds? Would this not reward the transit system for the maintenance investment over the vehicle life which kept the vehicle in such a condition so as to be offered a higher sale price?

ANSWER:

- The requirement that a transit agency must return funds to FTA upon the sale of FTA assisted equipment, if the value is greater than \$5,000, is not based in FTA enabling legislation, but rather it is contained in 49 CFR Part 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments," also known as the Common Grant Rule. The Common Grant Rule is applicable to all Federal agencies and, therefore, is not within the realm of authority of either FTA or the USDOT to change.
- The specific requirement applicable to the disposition of federally assisted equipment is 49 CFR 18.32(e)(2) which states:

(e) *Disposition.* When original or replacement equipment acquired under a grant or subgrant is no longer needed for the original project or program or for other activities currently or previously supported by a Federal agency, disposition of the equipment will be made as follows:

... (2) Items of equipment with a current per unit fair market value in excess of \$5,000 may be retained or sold and the awarding agency shall have a right to an amount calculated by multiplying the current market value or proceeds from sale by the awarding agency's share of the equipment.

- Federal Transit law, however, does allow FTA grantees to re-invest the proceeds from sale of equipment exceeding \$5,000 per unit into other eligible capital projects. 49 U.S.C. 5334(h)(4) addresses proceeds from the sale of transit assets no longer needed:

(A) In general.—When real property, equipment, or supplies acquired with assistance under this chapter are no longer needed for public transportation purposes as determined under the applicable assistance agreement, the Secretary may authorize the sale, transfer, or lease of the assets under conditions determined by the Secretary and subject to the requirements of this subsection.

(B) Use.—The net income from asset sales, uses, or leases (including lease renewals) under this subsection shall be used by the recipient to reduce the gross project cost of other capital projects carried out under this chapter.

(C) Relationship to other authority.—The authority of the Secretary under this

subsection is in addition to existing authorities controlling allocation or use of recipient income otherwise permissible in law or regulation in effect prior to the date of enactment of this paragraph.

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Submitted by Rep. Quigley

QUESTION #1: As you know, MAP-21 expanded eligibility within the New Starts Program to allow improvements to existing transit systems that add capacity. These improvements to legacy systems can have as much or more impact on increasing ridership than some new extension projects. Five years ago, the Chicago Transit Authority expanded Brown Line platforms in my district, allowing the line to expand to 8 car trains, which carry 40 percent more rides each day. That's 30,000 extra rides every day. More projects like this in Chicago could help expand ridership to meet future demand and reduce congestion on other over-crowded lines like the Red Line, which is also in my district. While other aspects of MAP-21 have moved forward, we have not seen dedicated funding or guidance around the core capacity program, which could help cities across the country expand existing transit systems to meet the needs of the future.

- a) Is the FTA supportive of the core capacity provisions?
- b) If so, what plans does FTA have to issue guidance or request funding for core capacity programs?

ANSWER:

- FTA is very supportive of the new core capacity provisions of MAP-21, but notes that the Capital Investment Program authorized funding level was decreased in MAP-21 while the types of projects eligible for funding was expanded. Even though the overall Capital Investment Grant program is facing unprecedented funding constraints, FTA recommended \$120 million for core capacity projects in the FY 2014 budget. We recognize this may be only a small fraction of what is needed to fund critical capacity expansion projects in our legacy transit systems.
- FTA plans to issue proposed guidance for public comment later this year on how it may implement the new MAP-21 provisions for the Capital Investment Grant program, including the core capacity provisions.

Submitted by Rep. Quigley

QUESTION #2: Moving major transit projects quickly through development, engineering, and construction will save transit agencies, taxpayers, and transit riders a lot of money and time. MAP-21 encourages this common sense approach, funding a pilot program to expedite projects through alternative and innovative means, such as a Public-Private Partnership. Unfortunately, legislative language authorizing the pilot program allows only transit agencies in a "state of good repair" to be eligible.

- a) Is it true that most transit agencies in the US are not technically in a state of good repair, and this provision would thereby eliminate most, if not all major transit agencies from contention?
- b) If that's true, Chicago's core capacity projects would not be eligible for the pilot program. Would you support changing the law to waive that state of good repair requirement?

ANSWER:

- In a study conducted in 2010, FTA found that 29 percent of all transit assets are in either poor or marginal condition. FTA's study found that 26 percent of rail assets and 41 percent of bus assets are in marginal or poor condition. In this same study, FTA found that a \$78 billion investment (2008 constant dollars) would be required to address the national backlog of transit asset repairs and replacements.
- FTA has supported increasing funding for state of good repair activities, including it as a key reauthorization proposal in its Budget Requests to Congress. MAP-21 now funds a formula grant program to help with the needs.
- FTA would not conclude that most transit systems are not in a state of good repair, since the meaning of the phrase has not yet been clearly defined. However, it is clear there are significant *state of good repair* funding needs around the country, particularly at the largest and oldest transit systems.
- FTA notes that the provisions in MAP-21 for the Pilot Program for Expedited Project Delivery allow only three projects to be selected, but no separate funding is identified. Rather, the projects selected must compete for the limited Capital Investment Grant Program funding.

Submitted by Rep. Quigley

Question #3

QUESTION: My state has enacted a law requiring Chicago's METRA, CTA, and Pace transit systems to have a universal fare card by 2015. While a universal farecard is a good idea that will make our transit system more efficient and benefit Chicagoans in the long run, in the short term funding the transition to a universal system may be difficult for our transit systems. Meeting the mandate is tricky for METRA because METRA's fares are distance based and riders don't go through a turnstile like they do to ride CTA's trains.

- a) I'm wondering if funds within FTA's R&D program are available to commuter rail agencies like ours to help fund improvement programs like these or if there are other available revenue streams that agencies like METRA should look at further to help fund these types of programs?

ANSWER:

- Over the past 30 years, FTA has supported research efforts to support universal and "smart card" fare card activities. Since 2001, these activities have been managed under the Department of Transportation's multimodal Intelligent Transportations Systems Joint Program Office.
- Historically, FTA's research, development, demonstration, and deployment efforts have focused on those technologies that have yet to be proven in the marketplace. This allows FTA's limited research funding to be focused on the area of greatest need to transit agencies across the country.
- As universal fare cards are already used in many U.S. transit markets, this would not make it a candidate for FTA research funding. However, fare collection equipment and supporting infrastructure - including those using universal farecard technologies - can use funded under FTA's formula capital programs, such as the Urbanized Area Formula Grant program (Section 5307).

TUESDAY, APRIL 16, 2013.

U.S. DEPARTMENT OF TRANSPORTATION

WITNESS

HON. RAY LAHOOD, SECRETARY OF TRANSPORTATION

Mr. LATHAM. The Subcommittee will come to order. Today we welcome Secretary of Transportation Ray LaHood to testify on behalf of DOT's fiscal year 2014 budget request.

I know this may be the last time that you testify before us. We wish you the very, very best. I look forward to your testimony.

This year, the department is requesting authority to spend \$77 billion in fiscal year 2014. This represents an increase of \$6.5 billion, or 9.2 percent from last year, which is a healthy increase in the current environment.

Once again, the budget includes \$50 billion for "immediate transportation investments." This is a proposal we have seen three times before and is structured similar to the fiscal year 2009 stimulus package. Also similar to the stimulus package, it is not paid for or offset by reductions elsewhere.

The President assumes a total of \$214 billion to pay for two reauthorization programs and to shore up the Highway Trust Fund, which the CBO expects to have financial solvency issues in 2014. The budget proposes to pay for this with anticipated savings in the Overseas Contingency Operations fund, which is, for a lot of folks, is a dubious source, at best.

While the Highway Trust Fund is having financial difficulty paying for its current obligations, the administration's budget proposes to reopen the recently passed MAP-21 and fund rail programs from the trust fund.

And just when you think it can't get worse for the struggling trust fund, the budget proposes a 330 percent increase in rail funding, the largest increase in this entire budget.

To put it in perspective, the budget request would increase the entire transportation budget by \$6.5 billion; rail would receive \$5 billion of the \$6.5 billion increase. We are moving from one tight budget year to another.

This is an expensive proposal to put forth in this environment, especially with no realistic way to pay for it all. Moving transportation funds to the "mandatory" side of the ledger will only exacerbate our challenges, as mandatory programs are the largest contributors to our budget problems. And using OCO funds is not a realistic option.

Many members hope that the drawdown of our forces in Iraq and Afghanistan will provide an opportunity to reduce the spending and the deficit and not serve as an excuse for even more spending. We have the difficult job of determining how to allocate a limited

pot of funds among the programs within our jurisdiction. I am looking forward to hearing more details about your budget.

Again, we welcome you, Mr. Secretary.

Before I recognize you, I would ask Mr. Pastor for his opening statements.

Mr. PASTOR. Good morning, Mr. Chairman.

Good morning, Mr. Secretary. And thank you, Mr. Chairman, for the recognition. I also want to welcome Secretary LaHood this morning. And since this is—as you said, this may be his last appearance before this subcommittee as Secretary of Transportation, I want to thank him for his service to our country as the Secretary of Transportation. He truly has been a champion of safety and also a champion to invest in our transportation infrastructure. And so I want to thank you again for your service.

Secretary LAHOOD. Thank you.

Mr. PASTOR. And wish you the best.

Secretary LAHOOD. Thank you.

Mr. PASTOR. Mr. Secretary, a few weeks ago, we finished our work on the fiscal 2013 appropriation process where many transportation programs were put on auto pilot at the funding levels below the fiscal year 2012 funding level. In addition, Department of Transportation must absorb nearly \$960 million in cuts due to sequestration that went into effect in early March. While not fully implemented and as of yet, these reductions will hit the operations of the FAA most dramatically and will significantly lower the base line for many transportation programs. President Obama has submitted a robust funding request for the Department of Transportation. With two small exceptions, the fiscal year 2014 budget fully funds the authorized levels included in MAP-21 for Department of Transportation's highway, transit and safety agencies.

The budget also proposes a significant increase in rail programs and includes funding to continue to modernize our aging air traffic control system. These investments are important to our economy and necessary to maintain and improve our nation's transportation system. I look forward to your testimony.

Thank you, Mr. Chairman, I yield back.

Mr. LATHAM. Thank you, Mr. Pastor.

After the Secretary has given his opening statement, we will alternate and proceed with the 5-minute question rounds.

And with that, Mr. Secretary, invite you to present your opening statement; your full written statement will be included in the record. And you are recognized for 5 minutes.

Secretary LAHOOD. Thank you, Mr. Chairman, and Mr. Pastor, and other members of the committee.

I always look forward to the opportunity to come back to my old committee that I served on for 8 years and talk about our Fiscal Year 2014 budget. Since day one, President Obama and all of us at the Department of Transportation have been committed to putting people back to work, rebuilding and repairing our infrastructure. We have also worked tirelessly to ensure that our aviation, highway, rail transit, and pipeline systems are the safest in the world. The President's 2014 budget provides the necessary resources to continue and expand these efforts. The President is re-

questing \$77 billion for the Department of Transportation for fiscal year 2014, a 6 percent increase over 2012 funding levels.

The President's budget also includes an additional \$50 billion for immediate investments to support critical infrastructure projects, such as improving America's roads, bridges, transit systems, boarder crossings, railway, and runways. Together, these proposals will help us create jobs and invest in the 21st century transportation that business needs to compete.

Inner city passenger rail continues to be critical to our efforts to improve intermodal connectivity and increase travel options—Four years ago, President Obama laid out his vision for high-speed rail. That vision has not been blurred or diminished, and we are working hard to fulfill it. Today, we have trains hitting 110 miles per hour in the Midwest, and the initial segment of Nation's first 220-miles-per-hour high-speed rail network is set to break ground in California this year. We have invested in multi-modal train stations in communities across the city, creating jobs and revitalizing downtown districts in the process.

The President's 2014 budget continues this effort with a bold rail reauthorization proposal that will provide \$40 billion over 5 years to invest in projects that strengthen and enhance rail services. As part of this proposal, \$6.4 billion is included to significantly improve existing inner-city passenger rail service, develop new high-speed rail corridors, and strengthen the economic competitiveness of the freight rail system.

The President's 2014 budget also fully supports the authorized funding levels contained in MAP-21. We are proposing \$53 billion for our highway transit and highway safety programs in 2014. The President's budget also includes increased investment in highway traffic safety. The President is proposing over \$560 million for NHTSA to support state highway safety initiatives. These grants will help us save lives and reduce injury. In addition, the President's budget includes increased funding to expand our bus and truck safety programs. President's budget requests \$255 million for Pipeline Hazardous Material Safety Administration, most of which will increase pipeline safety. And, finally, the President's plan provides \$15.6 billion for the FAA to continue to support the safest aviation system in the world. This includes furthering our commitment to NextGen. Through NextGen advancements, we are improving safety, capacity, and the efficiency of air travel. The President's budget requests includes \$1 billion to continue to advance critical NextGen investments.

So, with that, Mr. Chairman, and Ranking Member, and members of the committee, why don't I just conclude and answer your questions. Thank you.

[The information follows:]

**STATEMENT OF
THE HONORABLE RAY LAHOOD
SECRETARY OF TRANSPORTATION
BEFORE THE SUBCOMMITTEE ON
TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT AND RELATED
AGENCIES
COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES
April 16, 2013**

Introduction

Chairman Latham, Ranking Member Pastor, and Members of the Subcommittee thank you for the opportunity to discuss the Administration's fiscal year (FY) 2014 Budget request for the U.S. Department of Transportation. Since day one, President Obama and all of us at the Department of Transportation have been committed to putting people back to work rebuilding and repairing our infrastructure and improving transportation safety. The President's budget does just that. The President is requesting \$77 billion for Transportation in FY 2014 -- a 6 percent increase above FY 2012 funding levels.

In addition, the President's plan includes an additional \$50 billion in immediate transportation investments to generate new jobs and economic growth here at home and improve our transportation infrastructure for future generations. \$40 billion of this funding will be targeted for "Fix-It-First" investments that will improve America's roads, bridges, transit system, border crossings, railways, and runways. The remaining \$10 billion will be used for programs where the Federal Government and our State and local partners use innovative strategies, foster best practices, and develop multimodal transportation solutions. Specifically, these funds will be used for TIGER/TIFIA, Transportation Leadership Awards, Rail Service Improvement, and FAA's NextGen initiative.

Investing in our Nation's Rail Systems

Four years ago, President Obama laid out his vision for high-speed intercity passenger rail in America. And we've worked hard to fulfill that vision—building or improving 6,000 miles of rail and upgrading 40 train stations nationwide. Today, we have trains hitting 110 MPH in Midwest, and the initial segment of the nation's first 220 MPH high-speed rail network is set to break ground in California this year. We have broken ground on multi-modal train stations in communities across the country—creating jobs and revitalizing downtown districts in the process.

The President's 2014 budget builds on our hard work so far—and continues to fulfill his vision to build a national high performance rail system for all Americans. The President's budget includes a bold rail reauthorization proposal that would provide \$40 billion over five-years to invest in projects that will strengthen and enhance rail services. Of the total requested, \$6.4 billion would be used in FY 2014 to significantly improve existing intercity passenger rail services, develop new high speed rail corridors, and strengthen the economic competitiveness of our freight rail system.

\$2.7 billion of the FY 2014 funds would improve our current passenger rail service. This funding targets areas such as the Northeast Corridor where investments in infrastructure and equipment would improve service levels and set the stage for future growth. Funding is also requested to help Amtrak address needed improvements in its rail facilities and operations, to implement positive train control along Amtrak routes and commuter rail systems, and to bring rail stations and facilities into compliance with the American Disabilities Act (ADA).

\$3.7 billion of the FY 2014 funds would be used to develop new passenger rail corridors and to improve the Nation's freight network by adding capacity and removing bottlenecks that lead to congestion. The request also includes funds for comprehensive network planning which will help guide decision-making for future investments that benefit both our passenger and freight rail systems.

All together, these investments will ensure that America's rail systems continue to provide reliable transportation services while at the same time laying the groundwork for future system growth and a new level of service. At DOT we have demonstrated that investments in these kinds of transportation infrastructure improvements spur economic development in local communities, provide businesses with opportunities to expand, and create needed jobs across the Nation.

Continued Investment in Surface Transportation Infrastructure and Safety

The President's FY 2014 budget fully supports the authorized funding levels, program structure, and performance based investment approach set forth in the "Moving Ahead for Progress in the 21st Century" (MAP-21) surface transportation legislation in its final year.

The President is requesting a total of \$53 billion in resources for our highway and transit programs in FY 2014. This funding ensures needed highway and transit infrastructure improvements continue and underscores our commitment to highway and transit safety as a top priority. The Budget also reserves funding in future years (after the expiration of MAP-21) for a robust, long-term surface transportation reauthorization program beginning in FY 2015. Our reauthorization funding plan, includes a proposed 25 percent increase above the FY 2014 funding levels for several years.

The budget includes increased investments for surface transportation safety. Over \$560 million is provided for the National Highway Traffic Safety Administration (NHTSA) to support State highway safety initiatives. These grants will help fund seat belt, drunk driving, and distracted driving education and enforcement. In addition, the budget includes \$572 million for the Federal Motor Carrier Safety Administration (FMCSA) to expand our bus and truck safety enforcement efforts and \$27 million for the Federal Transit Administration (FTA) for the new transit safety initiative authorized in MAP-21.

Finally, we are continuing our efforts to improve the safe transport of hazardous materials through pipelines and other transportation modes. The President's request includes \$255 million for the Pipeline and Hazardous Materials Safety Administration (PHMSA) to enhance our oversight in this area. The request will allow the Department to fund 40 more pipeline safety inspectors as part of an initiative to double the number of pipeline inspectors nationwide. These additional inspectors will work with the States to continue to ensure that pipelines are inspected frequently and that pipeline operators follow strict safety standards. The requested increase in funding for pipeline safety is offset by pipeline user fees.

Continued Modernization through FAA's NextGen Initiative

The President's plan provides \$15.6 billion for the FAA to support continued operation of the National Airspace. Nearly \$10 billion of this funding supports the operation, maintenance, communication, and logistical support of the air traffic and air navigation systems.

FAA is modernizing the management of the National Airspace System through the Next Generation Air Transportation System (NextGen) initiative. NextGen enables the FAA to build upon current capabilities and lay the groundwork for future technologies. Advancements in NextGen will improve the safety, capacity, and efficiency of air travel by replacing ground-based radar surveillance with a modern satellite-based system. NextGen also capitalizes on the latest state-of-the-art capabilities in modern aircraft technology.

The FY 2014 President's Budget request includes \$1 billion to continue to advance NextGen initiatives. This includes \$282 million to implement satellite-based surveillance capabilities, \$115 million to advance text-based communications, and \$32 million to fund consolidation of the databases used to develop new arrival and departure procedures at airports. The advances provided by NextGen help FAA move from a system of air traffic control to a system of modern air traffic management.

The request for FAA also includes a new approach for funding the Airport Improvement Program (AIP). The Budget provides \$2.9 billion for AIP and enables all PFC eligible airports to raise the Passenger Facility Charges (PFCs) from \$4.50 to \$8.00 as an alternative means to invest in airport projects. Our proposal focuses federal grant funding on smaller commercial and general aviation airports that do not have adequate access to additional revenue or other outside sources of capital. At the same time, the budget gives large hub airports and all other PFC eligible airports greater flexibility to generate their own revenue for important capital projects.

Conclusion

We became the greatest country in the world, because generations before us had the courage and the foresight to invest in a better future. Today, we have a duty to invest in a modern transportation network that will improve safety, create jobs, encourage businesses to expand and help us compete in a global economy. The President's 2014 budget will put people to work rebuilding and upgrading our nation's infrastructure—and it will help us continue to invest in a transportation network that will meet the needs of 21st century America.

Thank you for the opportunity to appear before you today to present the President's FY 2014 budget proposal for the Department of Transportation. Your support of this plan will help address the transportation needs of today as well as those of future generations of Americans.

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Mr. LATHAM. Thank you very much, Mr. Secretary. And again welcome. Thank you for the great job that you have done at the department.

Secretary LAHOOD. Thank you.

Mr. LATHAM. After 7 years of short-term extensions, the 2-year surface authorization act, MAP-21, was recently enacted. Although the DOT budget request would fund the highways, motor carriers, and safety programs at the MAP-21 levels, which is \$55 billion, it also reopens MAP-21 midstream to pay for a 5-year, \$40 billion rail package from the trust fund as mandatory spending. The fiscal year 2014 costs exceed \$6 billion, which is a hefty increase compared to the \$1.5 billion in rail funding for fiscal year 2013. As we are all aware, Congress didn't receive a surface transportation reauthorization proposal from the administration. I just wonder when we can expect the proposal from the administration about the official rail reauthorization package that has your 5-year, \$40 billion proposal.

Secretary LAHOOD. Well, as you know, Mr. Chairman, the President has been focused since he was sworn into his second term on sequestration, on guns, and on immigration. And I believe that when you all finish working on, certainly, guns and immigration, you will see a bold plan put forth by this administration, which will include funding.

Mr. LATHAM. Well, we would like to continue to know what we are paying for before we appropriate the funds, obviously. As early as possible, I would really like to see the legislative text that you are proposing. I assume that is forthcoming.

Secretary LAHOOD. It will be a part of the President's vision once he is not busy with these other matters.

Mr. LATHAM. So it is contingent upon getting—

Secretary LAHOOD. It is contingent upon you all taking action on three things that you all have been paying a lot of attention to, guns, immigration, and sequestration.

Mr. LATHAM. Okay. The Highway Trust Fund will begin having problems meeting its current obligations on the transit side in 2014. The budget proposes to augment the trust fund with a total of \$214 billion from the Overseas Contingency Operations; \$40 billion of it is from rail, \$89 billion from surface or for surface transportation, and \$85 billion to make the trust fund solvent.

Given that paying for your budget proposal in the OCO was equivalent, really, to putting the expenses on the credit card and even the administration has admitted that, is there any other way of funding the request? Or, if not, what programs are you ready to—

Secretary LAHOOD. Well, for 2 years, the first 2 years that I was in this job, you all criticized us for not coming up with a way to fund transportation. So you can't have it both ways here. I know you will have it both ways, but you shouldn't have it both ways. For the last 2 years, after receiving criticism for the first 2 years for no funding, we have come up with a funding mechanism. Now, there really is an account with this money in it. And what the President proposes is to take half of the money and apply it against the deficit and take the other half and give part of it to the Department of Transportation to fund our programs. This is not made up.

This is not a fiction. There really is an account where this money exists. And that is how the President proposes and this administration proposes to do the pay-for, which you asked us to do for 2 years in a row. And for the last 2 years, that is what we have intended to do.

Mr. LATHAM. There is money in that account?

Secretary LAHOOD. Yes, sir, there sure is.

Mr. LATHAM. Has it been appropriated?

Secretary LAHOOD. \$600 billion in savings from Iraq and Afghanistan.

Mr. LATHAM. Has it been appropriated?

Secretary LAHOOD. That I don't know, Mr. Chairman. I assume this high-powered staff that you all have sitting behind you knows the answer to that.

Mr. LATHAM [continuing]. Money in the account.

Secretary LAHOOD. Then you ought to appropriate it because it is there, it is savings.

Mr. LATHAM. Isn't there a problem with converting all the transportation funding to mandatory and without providing any kind of a long-term revenue source?

Secretary LAHOOD. Well, as I indicated a few minutes ago, the President will have a bold vision and a pay-for once he is able to persuade all of you to do something on guns and immigration. And hopefully fix sequester.

Mr. LATHAM. My time has expired. Thank you.

Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman.

I want to deal with the airport improvement program. You propose \$450 million reduction to the FAA's airport grant program, AIP, bringing the funding to the—in the 2014, down to \$2.9 billion from a 3.43. Entitlement funds would only be preserved for small- and medium sized-primary airports; nonprimary airports would lose their annual entitlement of \$150,000 per year. The large-hub airports will lose their entitlement funds but will be eligible for discretionary funds and will be allowed to raise passenger facility charges from \$4.50 to \$8 per passenger.

Mr. Secretary, changes to the passenger facility charges, the PFC, are typically handled through the authorization process. If the PFC is not increased, how much, if any, does the administration request change.

Secretary LAHOOD. Well, the Airport Improvement Fund, AIP, is funded at \$2.9 billion. And the proposal uses the Federal money to support small- and medium-size airports. It also lets airports raise the passenger facility charge from \$4.50 up to \$8. This way, the larger airports have the flexibility to use the funding as they think best. That really is what this proposal is about.

Mr. PASTOR. But I—the question I have is, if you don't have the authorization process, and the PFC is not increased, what do you do with the reduction in funds? Are you going to relook at it and make another determination if we don't have the passenger—the PFCs? Because this, I think, was brought about a year ago, same idea.

Secretary LAHOOD. It was.

Mr. PASTOR. And nothing happened.

Secretary LAHOOD. It was proposed a year ago. Sylvia tells me we go back to the current funding at \$3.35 billion.

Mr. PASTOR. Okay.

Secretary LAHOOD. Yes. I should have mentioned that Sylvia Garcia is our Acting Secretary for Budget and Programs and Chief Financial Officer.

Mr. PASTOR. You have a great person.

Secretary LAHOOD. I agree with that.

Mr. PASTOR. I have had a—well, she many times has me on my knees begging for requests. Now that she is in a higher role, my respect continues with her. And I am very happy that she will continue the funding at last year's level.

What was the rationale for eliminating the annual entitlement of \$150,000 for the small, nonprimary airports?

Secretary LAHOOD. I will have to get back to you for the record on that, Mr. Pastor.

Mr. PASTOR. The other one is, what benefit do the small, small, non-primary airports get out of your proposal, if any benefit?

Secretary LAHOOD. I will get back to you for the record on that.

Mr. PASTOR. Okay.

We recently had the FAA announce closures of some control towers. I think it was 149 that were scheduled, and now that it is delayed to June 15th. Do you think there will be further revisions on the towers that have been already named to be closed by the June 15th date?

Secretary LAHOOD. Well, this brings up the point about how dumb and difficult sequester is. It is a dumb idea because it is a meat-ax approach to budgeting. And there is not much logic involved in it. And there is not much consideration given to really looking at the merits of certain programs and really making judgments where to cut or whether a program is a good program or not. So that, for starters, sequestration has made it very difficult. We have to come up with a billion dollars. At the Department of Transportation, we have 55,000 employees; 47,000 are FAA employees. The lion's share of the billion dollars, over \$600 million, has to come from the FAA. So we have just sent letters to our employees telling them that they may be furloughed up to 11 days. Now, these are Federal employees. Federal employees don't make a lot of money, but they serve the American people. At the FAA, their primary mission is safety. And so the decisions about closing airports has been very, very difficult. I represented for 14 years 20 counties in Illinois. And I had a lot of small airports. And so I know the difficulty in announcing that an airport is going to be closed, particularly in rural America or an area outside of a metropolitan area. These are not decisions we wanted to make, but we had to make. And our plan is to continue with the announcements that we have made. The reason for the delay and the reason that we asked the court for the delay till June 15th is to make sure we get it right. And to make sure that we can do what we say we are going to do.

Mr. PASTOR. I yield back.

Mr. LATHAM. Thank you, Mr. Pastor. Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. Thank you for your time. You probably—you might have an inkling as to what I am going to ask you about.

It is about the Columbia River Crossing Project in Portland. We have talked about this. You were recently out in my State Leg talking to the State lawmakers about whether or not to fund this project. And you have made it clear it is an Obama Administration priority. I understand that there are about three New Starts programs that have not received full funding grant agreements but is still a priority; they are still receiving money, even though they haven't had the grant signoff. This is one of them.

And I wanted to point out a couple of things and get your take, because I have some real concerns with how this project is moving forward. And having just heard you talk about the negative impacts as you see on—because of sequestration, I think it is really—these are salient points for you to consider as you are promoting this project in its current form.

One of the things that—and I have just asked the project sponsors about, you know, in Seattle, the big controversy over this bridge is that—and the administration is promoting this—is the light rail piece. You know, a lot of us are beginning to call for a bus rapid transit instead because it more cost effective. Everybody knows the bridge—it is a Federal—I think it is a Federal responsibility. It is on I-5, connects Canada to Mexico. It is the last draw-bridge on I-5. So the fact we need to change it and make it save I don't think is the argument. It is what it looks like.

And seems like a lot of folks from outside our region keep promoting the light rail piece. We are starting to say bus rapid transit is more cost effective, and the numbers seem to bear out. In the last about 5 years—the average per-mile cost of light rail nationwide is about \$35 million. There has been about two projects in our neck of the woods that have significantly exceeded that; one is in Portland, where it is \$179 million per light rail mile; and one is—the latest one is in Portland, which is \$204 million per light rail mile. These are really expensive, partly because of the soil and there was elevated pieces, and they had a tunnel, significant environmental or—there were a lot of challenges. So it is not usually this expensive.

However, the plan that the administration is promoting right now would be the most expensive in the Nation at \$293 million for a 2.9-mile expansion. So it is \$293 million per mile for light rail on this bridge. My biggest concern is my constituents and whether they are going to have to pay the cost overruns here, because there is no justification for these numbers. In fact, if you look at how this money is going to be spent, \$7 million would be spent on a Hood River Channel restoration 60 miles east of the facility; \$10 million for a curation facility, also known as a museum; \$3 million for Oregon's mass transit organization, TriMet, in South Portland. So, as you can see, there a lot of stuff built into this cost that this administration is still promoting. And I hear you talk about cuts and costs and overruns elsewhere. I guess I would ask, do you think this is all worth it for 1 minute off the commute time that this bridge and this project would save, according to the CRC's own documents?

Secretary LAHOOD. Well, first of all, we are not building the bridge to get somewhere faster.

Ms. HERRERA BEUTLER. Oh, really? That has been one of the reasons that has been sold.

Secretary LAHOOD. DOT has never promoted building anything to get anywhere faster. We don't promote things to get places faster. We don't promote building roads or bridges to get places faster.

What we have promoted is the idea that for 10 years, people in the region have planned this. The people in the region decided what this project would be.

Ms. HERRERA BEUTLER. So can I challenge you on that, Mr. Secretary?

Secretary LAHOOD. You can. But at some point, I would like to finish answering your question. But if you want to challenge me, go ahead.

Ms. HERRERA BEUTLER. Well, just on that statement. Because this is an incredibly important issue for my biggest county. We are still hovering around double-digit unemployment; we have been for 4 years. They are going to pay the lion's share portion of this cost. And these people just in November voted down the local matching tax that is required, under my understanding, for a New Starts grant. So, yes, there are those, particularly from outside of this county, that have called for light rail to come into Clark County. But it is not—I guess—I think you need to understand it is not this county that has asked for it.

Secretary LAHOOD. This is not a county bridge. This is a regional bridge. This is—

Ms. HERRERA BEUTLER. So is the department going to pick up the cost overruns that comes from it?

Secretary LAHOOD. This is not a county bridge. It is a regional bridge. It connects two States over the Columbia River. It is an unsafe bridge. It is a bridge that needs to be replaced. There is no dispute about any of that. This is not a one-county bridge. This is a bridge that connects North America, from Canada to Mexico. This is a regional approach. It is a two-State approach. It has been in the planning for 10 years.

Now, we didn't make up the idea that there ought to be a transit line. That was done by the people over a 10-year period who planned the bridge.

If you all in the region decide that you don't want a transit line, so be it. But you are going to start over. It is going to take you another 10 years to plan what you want. And it is, I think, for the people that have been planning it for 10 years, it is a little bit of a slap in the face. But if things have changed and the people that planned this over 10 years want to change the design of the bridge, so be it. We will take our money and go somewhere else. And you can all start over with the environmental impact statement and take 10 years to plan a bridge that needs to be replaced.

Ms. HERRERA BEUTLER. Thank you.

Mr. LATHAM. Gentlewoman's time as expired.

Mr. Quigley.

Mr. QUIGLEY. Thank you, Mr. Chairman.

Good morning, Mr. Secretary.

Secretary LAHOOD. Good morning.

Mr. QUIGLEY. Thank you for your service.

Secretary LAHOOD. Thank you.

Mr. QUIGLEY. Speaking on behalf of the mayor of City of Chicago, we will take that money.

When I got on this committee, I talked about the region all the time, as you are. And, of course, he reminded me that by the word "region," I mean Chicago. So once I understood that, I was just fine.

Let me ask you a question relating to something you had touched on before, but let me ask it in a way that you can give a very succinct answer to. The president's budget allows for an increase in the passenger facility charge up to \$8 for the large hub airports, given that they would give some of that back to FAA so that it would go to the smaller regional airports for their infrastructure needs. Just how critical is that increase to smaller airports and the larger airports in the coming years?

Secretary LAHOOD. Well, we know that airports all over the country, whether it is O'Hare or Peoria or other large hub airports, all are going to need some modernization over the next several years. Some will need additional runways. Some will need to lengthen runways. These airports, whether they are in Chicago or in Peoria, are an economic engine for the community. They provide jobs. And so we want to recognize that we are not just going to fund the big airports, but we have an obligation to work with the smaller airports, too.

Mr. QUIGLEY. Right. And this fund hasn't been—this fee hasn't been increased since 2000, I believe, if that is correct.

Secretary LAHOOD. Yes.

Mr. QUIGLEY. Let me ask you another question about positive train control. As you know, the Rail Safety Act in 2008 mandated that this be in place by, I think, 2015. We are now hearing from the Federal Railroad Administration, CRS, and the GAO of all published reports saying this isn't going to happen. Your thoughts on whether or not—

Secretary LAHOOD. It is going to happen. This is our number one rail safety program. Positive train control is about safety. Our number one agenda, what we get up every day and think about at DOT is safety. This will be done.

Mr. QUIGLEY. I am not arguing one point or another. I guess the question I am asking is, it appears that both freight and commuter rail are saying they don't have the time or the resources to get this done in time. So how do we get to this point by 2015?

Secretary LAHOOD. Well, I think that—I don't know about the time part. But this is an expensive proposition.

Mr. QUIGLEY. I want to get it done, too.

Secretary LAHOOD. This is not something that we made up at DOT. Congress passed this. And they passed it on the safety aspect of it.

Mr. QUIGLEY. And I am not questioning that at all, Mr. Secretary. And I am all for safety. But you would—you raised a nuance there when you said the timing issue. And I think that is all anyone is raising now.

I just want to know, is it possible to get it done by 2015, and what would it take to get it done by that time?

Secretary LAHOOD. Our goal is to get this done. Obviously, we need the resources to get it done. And it is our number one rail priority.

Mr. QUIGLEY. Okay. I look forward to working with you if there is a—if it is going out to get the resources, fine. If it is working with my freight and passenger lines that run through our district and our region, I would be glad to work with you on those.

Secretary LAHOOD. Thank you.

Mr. QUIGLEY. I guess the only question is not whether it is getting done; it is, how the heck do we get it done by 2015?

Secretary LAHOOD. It will be difficult. But we have that as a goal.

Mr. QUIGLEY. All right. Thank you, Mr. Secretary.

I yield back.

Mr. LATHAM. Thank you, Mr. Quigley.

I don't like sequester any more than you do. But were you—and the administration, the White House, the Press Secretary said it was a White House idea, and they insisted on it because it would be so horrible. Were you contacted by the White House before they insisted on this sequester?

Secretary LAHOOD. Well—

Mr. LATHAM. About the ramifications that—

Secretary LAHOOD. We all, obviously, had our input into the idea that if there was a sequester, there would be shared pain across the administration.

Mr. LATHAM. But when they proposed it, you were not asked about specific—

Secretary LAHOOD. We didn't take a vote on it.

Mr. LATHAM. I am sure. And I appreciate that candor.

Question about nationwide investments. There has been a concern about how we as a government can address transportation problems obviously that affect us systemwide, nationwide, and how we resolve moving freight from the West Coast ports inland and how we resolve the bottlenecks in places like Chicago or Fort Worth or the choked I-95 corridor. In SAFETEA-LU, the authorizers tried to create a program for projects of regional and national significance. But that all got earmarked. And in the stimulus bill, the Senate tried to address it by creating TIGER, which seems to hang around forever. And MAP-21 created 1-year authorization for a national TIGER-like program but didn't continue that authorization for 2014. Apparently, that was not a priority.

Can you give us any evidence that DOT is using the discretionary program to address nationwide projects?

Secretary LAHOOD. Sure.

Mr. LATHAM. And is there any office or program or anything at the department that looks at this on a nationwide basis?

Secretary LAHOOD. Sylvia Garcia, Acting Assistant Secretary for Budget and Programs runs the TIFIA program.

Mr. LATHAM. She should. She will do it well.

Secretary LAHOOD. And that is a program that you all provided a lot of additional money. The TIFIA program is a loan program that we have about \$750 million this year and over a billion next year. That money was provided in MAP-21. It was a way to say that big projects need to have an opportunity to leverage other dol-

lars. And we just announced that we are going to consider a loan to completely redo the Riverwalk along the Chicago River. We are working with New York on a large bridge project, the Tappan Zee Bridge project. They submitted a letter.

I think we have about 29 letters of interest for the TIFIA loan program. Almost all of these, Mr. Chairman, are projects of national significance. They are big projects. They are projects that can't be funded out of any one pot of money. They need private dollars, which is what TIFIA really—

Mr. LATHAM. Riverwalk in Chicago is a project of national significance?

Secretary LAHOOD. Yes. The Chicago River is a natural resource that can benefit thousands of people.

Mr. LATHAM. We have of a river walk in Des Moines, too.

Secretary LAHOOD. Fine, submit a letter. We will be happy to take a look at it.

Mr. QUIGLEY. Didn't know you had a river.

Mr. LATHAM. We have got several. We flood all the time.

Why didn't you propose funding the Authorized Projects of National Regional Significance program? And if we are going to provide funding in 2014 for TIGER, wouldn't it make sense to go with an authorized program or a—rather than one that was made up?

Secretary LAHOOD. Well look, Mr. Chairman, we don't pass the bills, you all do that. We now have a TIGER 5 program that we are announcing \$475 million for. We didn't dream that up. That was passed by Congress. You all like TIGER. Somebody around here does. We have had five programs. And what it funds are innovative, creative projects that there is no other place to get the money from. Some of which are in Iowa, by the way, which I will be happy to provide you a list of. These are opportunities for communities to come to DOT with innovative, creative ideas, and there is no other pot of money. And Congress seems to like it because you have given us five different opportunities to—

Mr. LATHAM. Is it authorized?

Secretary LAHOOD. No, sir, it is not. We don't authorize programs; that is your job.

Mr. LATHAM. Right.

Secretary LAHOOD. But if you give us the money, there are plenty of places around the country that are clamoring for ways to innovate in transportation.

Mr. LATHAM. How much of that is going to go to, quote, "high-speed rail"? And it was interesting earlier, you said the department never looks at speed or time to get somewhere as a consideration of projects. Isn't high speed rail, whatever that is, supposed to get people there faster?

Secretary LAHOOD. We have never promoted high-speed rail on the speed aspect of it. In Illinois, they invested over \$3 billion to fix up the tracks to get trains from Chicago to St. Louis going from 79 miles an hour to 110. That was their decision. In California, they have a plan in place that they have been working on for 10 years where we have invested over \$3 billion. Their trains will go 200 miles an hour. On the Northeast Corridor, we have invested over \$3 billion, not to get trains to go faster—although Amtrak is

working on that—it is to fix up 50-year-old, aging catenary and infrastructure.

So our investments go where there are Governors or stakeholders, some who want to fix up infrastructure, some who want to buy new cars, some who wants trains to go faster.

Mr. LATHAM. With the announcements you are going to have on the TIGER 5, is there high-speed rail money in that?

Secretary LAHOOD. No. There is no earmark for any program, no. If you look at the notice that will be out on Friday, it just simply says there is \$475 million.

Mr. LATHAM. \$475 million.

Secretary LAHOOD. That is correct, yes.

Mr. LATHAM. Mr. Dent, are you ready?

I am sorry, Mr. Pastor.

Mr. PASTOR. Talk about sequestration, I agree with you; it is a bad idea, and we did vote, and I voted no for it because it was a bad idea then. So but we have to live with its ramifications.

I am going to go back to the control towers: 149, in April, they are going to be shut down, but then made the decision that we would go into June.

Now, as an example, and what I am asking the question, in Glendale, there is a control tower that is in very close proximity to Luke Air Force Base. Luke Air Force Base is getting the F-35s. And it has always been a high priority for FAA because you have Luke so close to the traffic coming from Glendale and Maricopa County that that control tower had some significance in terms of safety. And so I am going to ask the question this way: In the determination of going from April to June, will there be consideration on the different airports that were deemed to be closed to say because of different factors we are now going to take this airport off the list? Is this one of the reasons that you went from April to June or what is the reason that we—

Secretary LAHOOD. In the beginning, Mr. Pastor, we did consult with our colleagues at the Defense Department about airports that were near military facilities, and we consulted with our colleagues at the Defense Department when there were airports that had Air Guard units on those airports. And we went with their judgment on this. We didn't want to close a tower if it was going to have an impact on something that the Defense Department thought would be a serious detriment to the unit that is there or to an airport nearby.

And the reason that we extended the time was to give our lawyers, really, more opportunity to answer some of the concerns that had been put forth by the plaintiffs and also to give airports an opportunity. Some airports are actually going to put the money up to keep these open. Because in the President's 2014 budget, there is money for these airports. And so some communities are finding the resources to keep the airports open. Frankly, number one, it was for legal reasons, but number two, it was to give communities a chance to see if they could find their own resources.

Mr. PASTOR. I am going to yield back and wait for the next round. Go into a different line of questioning.

Mr. LATHAM. All right. Thank you very much, Mr. Pastor.

Mr. Dent.

Mr. DENT. Thank you, Mr. Chairman. Good morning, Mr. Secretary.

Secretary LAHOOD. Good morning.

Mr. DENT. Great to see you again.

Secretary LAHOOD. Thank you.

Mr. DENT. Few things. MAP-21, as you know, was an important step toward improving our Nation's transportation, infrastructure and systems as well as maximizing efficiencies within the department. I recognize the department is working to implement the reforms and promulgate regulations directed by the new law. I am interested in your prioritization of these initiatives in the constrained budgetary environment.

Specifically, I want to highlight an issue one of my constituents has brought to my attention. For a few years now, a company in my district has voiced serious concerns about the Federal Motor Carriers Safety Administration Hazardous Material Safety Permit Program, HMSP, I guess. As you are probably aware, this is a safety permit program for motor carriers of certain hazardous materials. It is intended to ensure a higher fitness standard than is required of regular trucking companies.

Under the program, a carrier's fitness is based in solely on limited out-of-service violation history. My constituent's frustrations are twofold. He believes the standards used to evaluate carriers do not accurately measure safety; and, two, current rules do not provide an appeals process prior to automatically being denied a permit. These seemingly arbitrary rulings are having real consequences and effect on their livelihoods, and actually it favors very large companies over smaller companies. Pursuant to MAP-21, Federal Motor Carrier Safety Administration is conducting a study of Hazardous Material Safety Permit Program. That study should be completed this summer, as I am told and reported to Congress by an October 1st deadline.

Mr. Secretary, I want to acknowledge that your agencies have been extremely responsive to my office when we have made inquiries, and I want to thank them for their professionalism that they have always extended to me and to my office. And I know Administrator Farrell has been personally engaged on this. I am just looking for your commitment that you will seriously consider this industry stakeholder feedback in the HMSP study and pursue recommendations highlighted in that report.

In the meantime, I would simply ask that you utilize your agencies to the fullest extent possible to review, where you have authority, to pursue administrative remedies, expedite interim resolutions as soon as possible. This is a big issue where I live.

Secretary LAHOOD. Sure. Of course, you have my commitment to listen to your constituent and to listen to you and to see if there is a way that we can be helpful.

Mr. DENT. Thank you.

It is a very important issue to us. I just wanted to make you aware of it.

And the second, obviously, on the issue of the contract tower program, the administration's decision to close the contract towers has gathered a lot of attention, obviously. Since the administration originally slated the first round of closures of, I guess, 149 towers

to begin on April 7th, but I guess now decided to delay the closures until June 15th, how do you plan to keep these 149 towers open until June 15th if, as the administration has claimed, you don't have any flexibility on those cuts?

Secretary LAHOOD. Well, we found the money to do it. And that is why we went to court and asked for the extension.

Mr. DENT. Do you foresee any further revisions to the list of the 149 contract tower closures now that the FAA will be funding the towers at least until—

Secretary LAHOOD. I think the only revision would come if a community came to us and said we have the money to keep the tower open. We don't have the money to keep them open. We just simply don't.

And let me just say, too, Mr. Dent, this has been painful. As I said to Mr. Pastor, as someone who represented a fairly rural district, I know how important these airports are. And I know there is going to be job loss when an airport tower closes and an airport closes.

Mr. DENT. I just wanted to say, I know in my district, the one contract tower feels they could—they could manage this without a closure, responsibly and within budget. I just wanted to share that with you.

Secretary LAHOOD. We have told airports, if you can find the money to keep your airport open, we will make sure the paperwork gets done so that can happen.

Mr. DENT. Okay.

Secretary LAHOOD. We will not stand in the way.

Mr. DENT. Thank you. I will deliver that message back to them. Thank you, Mr. Secretary.

And, finally, I know you are familiar with my interest in pipeline safety. And I certainly appreciated your visit to my district back in 2011, shortly after that terrible explosion in Allentown that killed five people. And so I wanted to thank you for all the work you have done on pipeline safety. Obviously, it made some positive progress on the issue with the Pipeline Safety Job Creation Act of 2011. I see that yearly inspections rose to 46 percent in 2011 to 1,340. And PHMSA has fulfilled the goal of hiring 135 inspection enforcement staff. I know PHMSA has experienced challenges in filling vacancies. And I noted that there was a request for direct hiring authority. I wanted to see if you could comment on those issues.

Secretary LAHOOD. Well, first of all, let me say thank you to you for your leadership and to Congress for passing a very, very strong pipeline safety bill that gave us the authority to hire additional people. All of the people that you authorized, we have hired. And you will see from the President's budget we are asking for additional inspectors. We think that is the way to really correct the problem. And we appreciate what Congress has done.

Mr. DENT. Thank you, sir.

Mr. LATHAM. The gentleman's time has expired. I apologize to Mr. Joyce. I actually recognized Mr. Dent out of turn there, since you arrived earlier.

But Mr. Quigley.

Mr. QUIGLEY. Thank you, again, Mr. Chairman.

Mr. Secretary, I know you are occasionally fond of pointing out that we created many of these Frankenstein legislative monsters that you have to address. Well, here is at least one more. The pilot program in MAP-21 that helps get programs through an expedited fashion through development, engineering, and construction, some of it is through a public/private partnership. As you know, there is a little provision in there that says they have to be in a state of good repair to be eligible for this, which means almost no one who is a large entity is eligible to qualify for what could be a very helpful program. Could you comment on that and—

Secretary LAHOOD. What I would like to do, Mr. Quigley, is check with some of our administrators and see if that language has inhibited us from really moving ahead. I don't have the specifics on that. Obviously, I am aware that Congress wanted to cut short the time within which we approve projects. But I need to really look at what we have been doing on that. I don't have a good answer for you, but I will get it for you.

Mr. QUIGLEY. I appreciate it. It seems to be contradictory. Here is the agencies that need this most would be the ones least eligible for those funds. So appreciate it if you would get back to us and/or our staffs.

Talking a little about core capacity. I believe it's \$120 million in fiscal year 2014. Can you comment on the process for how that is going to be allocated for 2014, whether it will be a competitive process for those funds?

Secretary LAHOOD. Again, I will have to get back to you. Rather than just trying to talk off the top of my head on that, I would rather get you the specifics.

Mr. QUIGLEY. Okay. That is fine.

Thank you, Mr. Chairman. I would yield back.

Mr. LATHAM. Thank you, Mr. Quigley.

Mr. Joyce.

Mr. JOYCE. Thank you, Mr. Chairman.

Morning, Secretary.

Secretary LAHOOD. Good morning.

Mr. JOYCE. In your 2014 budget, I recognized there was yet another tax on the commercial aviation industry. As a matter of fact, there is \$100 per aircraft departure tax, which would cost our Nation's airlines roughly \$1 billion annually. Passengers already pay more than their fair share of taxes, roughly 20 percent on every fare that is out there, and on a roundtrip fare. The Future of Aviation Advisory Committee that you convened in 2010 identified the raising aviation tax burden as an obstacle to the viability and global competitiveness of the airline industry, which lost over \$50 billion and nearly one-third of its workforce over the past decade. Are you concerned about these Federal—the rising federal aviation tax burden? And, second, did your department conduct an economic impact analysis on the proposed departure tax?

Secretary LAHOOD. This is a proposal that the administration has promoted for 4 years. It is a way to raise some income. And the answer to your question, whether we did an economic study, I don't know that we did. But if we did, I will make it available to you.

Mr. JOYCE. That would be great. By chance, did you do—is there the same type of taxes on the railroad industry?

Secretary LAHOOD. There is no tax like this on freight rail.

Mr. JOYCE. Is there any other tax on any other industry similar to what you are doing to the aviation industry?

Secretary LAHOOD. We will look. We have jurisdiction over a lot of transportation industries. Rather than just saying no, let me make sure I know what I am talking about.

Mr. JOYCE. I appreciate that. Considering it is probably the safest form of travel in the Nation, we would certainly want to make it competitive, wouldn't we? Or keep it competitive.

Secretary LAHOOD. We have the safest aviation system in the world.

Mr. JOYCE. Secondly, sir, I apologize because I was late, but three hearings at one time make it a little rough to be here.

On NextGen, did you discuss that when you gave your remarks?

Secretary LAHOOD. No, I didn't, other than to say that the President's budget does continue our substantial resources for NextGen. We have made very good progress on NextGen in implementing it around the country, and we will continue to do that. The FAA bill provides significant resources over the next couple of years to really make progress.

Mr. JOYCE. Better integrate those and develop processes for new performance-based navigation procedures and ensure stakeholders have needed information on NextGen to facilitate investment decisions like the GAO had requested, does DOT agree with those recommendations?

Secretary LAHOOD. I would have to go back and look and see what they said.

Mr. JOYCE. Well, they said that the FAA should better integrate NextGen efforts, develop processes for selecting new performance-based navigation procedures and ensure that stakeholders have needed information on NextGen progress to facilitate investments.

Secretary LAHOOD. I am sure we have done all of that.

Mr. JOYCE. Do you think NextGen will be implemented within the proposing timeline? And what barriers would you foresee?

Secretary LAHOOD. The one big barrier is sequestration. It is a big headache for us. It is going to eliminate some of the resources either for the people—I mean, we are furloughing FAA employees, and we have told them the furlough would be up to 11 days, some of those people are working on NextGen. So the process is going to be slowed down by that.

Mr. JOYCE. But wouldn't NextGen make the airline or make the whole issue more efficient, eliminate the need for towers if everything progressed the way you see it?

Secretary LAHOOD. Well, we have never said that. What we have said about NextGen is that it will make flying safe, guiding planes in and out of airports more directly, save jet fuel, and relieve air congestion around major airports.

Mr. JOYCE. And require major investments by not only the government but also by the airline industry.

Secretary LAHOOD. Of course. And we have talked extensively with the airlines about that.

Mr. JOYCE. So it would be fair to them to keep forward with this investment in their industry? Are we going to be able to keep ours—end of the bargain?

Secretary LAHOOD. We are going to keep up. At FAA, safety is our number one priority, but NextGen implementation of NextGen is what people work on every day. And we have a good plan.

Mr. JOYCE. I appreciate your work. Thank you very much.

Secretary LAHOOD. Thank you.

Mr. JOYCE. I yield back.

Mr. LATHAM. Thank you, Mr. Joyce.

Complete the round here. Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman.

I guess I am a little baffled to hear all this talk about concern over sequestration when you are supporting the most expensive light rail build in the country. And it is most expensive by over \$100 million per mile.

But since it looks like—safety is a huge issue for you all and for us, whether it is FAA or highways or transit. And you rightly pointed out this is a regional bridge, and safety is the issue. It is obviously not to get people or freight moved more quickly over the bridge; it is safety.

Is the DOT still interested in this regional bridge and the safety of it if we locally choose to put a different form of mass transit on the bridge other than light rail?

Secretary LAHOOD. We will work with stakeholders, Governors, Members of Congress, elected officials on projects where we think it is important for the region and for the safety of the region.

But I want to be clear about this, and this is what I said when I was in your state recently: If the people that have been working on this for 10 years, and now there are other people in place that want to substitute their judgment for the people who put this plan in place—

Ms. HERRERA BEUTLER. What people are you talking about?

Secretary LAHOOD. Planners.

Ms. HERRERA BEUTLER. Planners.

Secretary LAHOOD. Previous Governors, previous legislators, who have passed money in order for this project to go ahead. Communities.

Ms. HERRERA BEUTLER. Well, not—my community recently voted down funding for it.

Secretary LAHOOD. This is a regional project. I know that there is one community and one county out of multiple counties and multiple communities that doesn't want this. I get that.

Ms. HERRERA BEUTLER. Well, let me clarify. We want you to invest and make this safer. We believe that is your responsibility. The problem is—

Secretary LAHOOD. If you don't like the transit piece of this, so be it. Start over, though. That is what you have—

Ms. HERRERA BEUTLER. I am reclaiming my time on that, Mr. Secretary. Reclaiming my time. Reclaiming my time.

Secretary LAHOOD. Fine. Go ahead.

Ms. HERRERA BEUTLER. This project has been redesigned two times in the last 3 years. Completely redesigned. You didn't pull your funding then. So are you saying that the only way we are

going to get the Federal support is if we have light rail? Is that the only way that you are interested?

Secretary LAHOOD. If you take the light rail out of this project, you take a major component part out of it, you start the environmental impact statement over again.

Ms. HERRERA BEUTLER. They didn't start the environmental impact statement over when they redesigned it 2 years ago because they hadn't designed it properly. Those people you talked about who have designed for it the last 10 years engineered a bridge that didn't pass engineering muster. So there have been some necessary remodelifications.

As it currently stands, the Coast Guard and the Army Corps of Engineers cannot permit this bridge as it is built because the light rail deck on the bottom makes it too short. There are companies in my region who cannot pass under the bridge if they build it as it is. So it is right now not even—it is not even permitted.

So you are telling me the only way we are going to get this money if we build this bridge, that is too low with the right rail on it, that is the only way that you are interested? And you feel beholden to previous Governors over the citizens in this region?

Secretary LAHOOD. We take our cues from the people that are in charge.

Ms. HERRERA BEUTLER. Well, guess what? I am one of those now. And the folks in my region are saying we need to do better with their money.

And I would argue that they would want us to consider freight mobility and people moving faster, not just the safety. Safety is huge; that is the Federal responsibility. But to ask them to pay tolls and taxes? This one community is going to pay the lion's share?

And for you to say that there are previous working groups that we are beholden to, not the American taxpayer, that baffles me. Are you not concerned about the costs coming out of this community that has had double-digit unemployment over the last—

Secretary LAHOOD. I believe that, having been at a meeting with the Coast Guard, that the matter of the permit will be settled. I also know that there are now three businesses that are being talked to about their opportunities and the way to mitigate the business that they will lose, and I think those issues will be resolved.

Ms. HERRERA BEUTLER. So, having met with the exact same folks several times, one of those businesses—one job for them is a \$500 million manufacturing job. So we are talking about a lot of jobs in our region, manufacturers, workers, on just one. There is no way to change or mitigate for them. And I know that you all have been talking to them, because they keep bringing it up.

In that, are you saying that, back to the original point, the USDOT is only interested in this project if the mitigation—say the mitigation is we change the form of mass transit, we change it from light rail to bus rapid transit. Are you saying, then, that the DOT wouldn't consider that mitigation, they wouldn't then also be supportive of putting that form on the bridge and—

Secretary LAHOOD. Well, I have never heard any discussions with any business people where they want to change the light rail.

They are more interested in raising the height of the bridge, which I believe the Coast Guard is looking at now.

And if you have an objection——

Ms. HERRERA BEUTLER. My time has expired.

Secretary LAHOOD. If you have an objection to the transit, and that is a major portion of this project, it changes the project.

I don't make this stuff up. This is the law. It is Federal law that was passed by Congress: Start over with another environmental impact statement that reflects what the project is going to look like and where the money is going to come from; hold public hearings so everybody knows.

Ms. HERRERA BEUTLER. May I respond to that, or should I wait?

Mr. LATHAM. Go ahead.

Ms. HERRERA BEUTLER. I guess they have already redesigned the project a couple of times without you all requiring them to start over. And I will provide for your office a list of areas where you all have circumvented or have at least skirted current law to move this forward.

So I am very anxious to follow the law in this process, Mr. Secretary, and I would hope the Department is as well.

Mr. LATHAM. The gentlewoman's time has expired.

We will start a new round, and we will start——

Mr. PASTOR. You want to start?

Mr. LATHAM. All right.

Mr. Secretary, your rail reauthorization proposal totals \$6.6 billion in fiscal year 2014, which is obviously an extremely large increase compared to the fiscal year 2013 level of \$1.54 billion.

I found it concerning that it was proposing a shift in responsibility from the States and private industry to the Federal Government. For example, the Rail Authorization Act passed 5 years ago mandated that private rail firms install positive train control by December of 2015 on their own track. Your budget proposes that the Federal Government fund the positive train control on Amtrak routes and commuter rail lines.

In addition, your budget proposal would transfer \$85 million from the States for Amtrak State-supported routes to the Federal Government. Why are you proposing to shift the burden to the Federal Government, especially with our current budgetary concerns?

Secretary LAHOOD. You mean on passenger rail?

Mr. LATHAM. Yes.

Secretary LAHOOD. Because it is——

Mr. LATHAM. Well, on——

Secretary LAHOOD. Go ahead.

Mr. LATHAM. Positive train control, right.

Secretary LAHOOD. Look this is a very expensive proposition, and it is also a mandate from Congress, and it is also a priority.

Mr. LATHAM. Apparently, it has not been an issue of money. The private rail firms pay for this. And in August, the FRA's report indicated the delays were associated with technical issues, such as spectrum, and not necessarily with any funding issue.

So I don't understand why we want to shift it to the Federal government rather than have the original deal, as far as who was going to pay for it.

Secretary LAHOOD. We consider positive train control our number-one rail safety priority.

Mr. LATHAM. It is huge.

Secretary LAHOOD. And we believe that in order to implement it, we have to put some money where our mouth is.

Mr. LATHAM. Are you saying it is a money issue rather than a technical issue?

Secretary LAHOOD. I would say that the technical aspect of this is not as critical as how do you pay for it.

Mr. LATHAM. That is not what the FRA is saying, though.

Secretary LAHOOD. Well, the FRA is resolving the technical aspects of it with the railroads.

Mr. LATHAM. Just to go back—

Secretary LAHOOD. If you are asking me which is more of a problem, it is the money part.

Mr. LATHAM. Okay. Again, that is not what they said.

Going back to one of our favorite subjects, the stimulus bill provided \$8 billion for a new high-speed rail program, and the fiscal year 2010 bill provided another \$2.5 billion for high-speed rail.

After \$10.5 billion and 5 years, do we have anything that looks like a nationwide investment in high-speed rail? And do we even have one corridor that has been noticeably improved, either passenger or freight, after the \$10.5 billion of taxpayer investment?

Secretary LAHOOD. Well, we have invested over \$3 billion in the Northeast Corridor, and we have trains running there very regularly. Part of that investment is in infrastructure. Part of the investment is in States where Governors have wanted to increase service or fix up infrastructure.

In Illinois, we have invested almost \$3 billion, all of it in infrastructure to fix up the tracks. And I have ridden on those trains from Chicago—the train from Chicago to St. Louis, and I have seen where the money has been spent.

In California, they will break ground on their high-speed rail initiative this year. We have invested over \$3 billion. The assembly there voted last summer to sell bonds upwards of between \$6 billion and \$8 billion as part of their investment.

We have made a lot of progress in 4 short years—in 4 short years. It took us 50 years to build the interstate system. And the idea is that this is a major infrastructure program, and it is not going to be built overnight.

Mr. LATHAM. Define “high-speed rail.”

Secretary LAHOOD. Pardon me?

Mr. LATHAM. Define “high-speed rail.”

Secretary LAHOOD. Well, the Congress defines “high-speed rail” as 110 miles per hour. That is the way they have defined it in legislation. California’s trains from San Francisco to San Diego will go 200 miles an hour. In Illinois, the trains, once the infrastructure investments are completed, will go 110 miles per hour.

It is going to be difficult to get trains consistently to go 110 miles per hour on the Northeast Corridor—

Mr. LATHAM. Well, they have to be electrified to be able to do the high speeds, right?

Secretary LAHOOD. The California trains will be electrified.

Mr. LATHAM. And not—

Secretary LAHOOD. The one in Illinois is not electrified.

Mr. LATHAM. The initial operating segment in California will not be electrified.

Secretary LAHOOD. The part in Fresno, the reason they are building it there is so they could put the catenary up and use it as a test area.

Mr. LATHAM. Okay.

Mr. Pastor. I see my time has expired.

Mr. PASTOR. Thank you, Mr. Chairman.

As you know, the House has passed its budget. The Senate has its budget. You are now talking about the administration's budget. But if there be a resolution of all three budgets maybe way down the road, and, as appropriators, after we finish the hearings, I am sure we will start the markups, and I would assume that the allocations that will be given out will be probably based on the Ryan budget that passed the House.

And the question is, it is going to be hard to accommodate many of your requests that you have done in this budget. What would be your priorities in terms of now 4 years of Secretary of Transportation, what do you think would be the priorities that you think need to be continued as we go forward in appropriating the money for fiscal year 2014?

Secretary LAHOOD. I think we will always have safety as our number-one priority in all modes of transportation, whether it is aviation or truck or cars.

Our NHTSA organization is the top safety agency in the world. People come from all over the world to talk to our staff on safety. They are the best. They are the ones that rate cars. They are the ones that implemented, 20 years ago, Click It or Ticket, and now 86 percent of us buckle up. They are the ones that work with Mothers Against Drunk Driving, and we have taken a lot of drunk drivers off the road. They are the ones that got States to pass .08.

And so it will always be safety, Mr. Pastor. If you are asking in terms of programs—

Mr. PASTOR. In terms of programs.

Secretary LAHOOD. Yeah, I mean, we have to keep our roads and bridges in a state of good repair. We do have a state-of-the-art interstate system, and we have to make sure that we maintain our interstate system and our bridges so that they are safe.

But in terms of new initiatives, there is no secret around here about what the President's vision is for the next generation of transportation, and that is high-speed rail. That is the President's vision. He announced it 4 years ago. We have invested \$12 billion.

I have been to 18 countries looking at high-speed rail, and the common theme in every country is it required a national government investment, the way that we did with the interstate system. The only way we are going to have a high-speed rail program in America is if the Federal Government steps up and makes the investment.

We have invested a lot in other forms of transportation, like light rail in your State, streetcars in other communities, bus rapid transit in other communities. So we try to work with our partners, whether they be Governors or mayors or planners, to do what we can in communities to try and meet their needs.

So safety number one; state of good repair for our roads and bridges, making sure that they are safe. But in terms of the next generation of transportation, it is high-speed rail.

Mr. PASTOR. In that component that you describe as safety, is that NextGen?

Secretary LAHOOD. NextGen is a big part of it. We have the safest aviation system in the world, and NextGen will only enhance that.

Mr. PASTOR. I heard you say that air traffic controllers were going to be furloughed maybe up to 11 days. And the input that air traffic controllers, or some air traffic controllers have in the development of NextGen is very important. And I am assuming that they are participating in its development.

Secretary LAHOOD. They are participating. They are on all of our committees and all of our working groups, and they are an intimate part. They have to be.

Mr. PASTOR. And we have been wanting to implement NextGen in the near future, but with sequestration in the way, what is going to happen to that timeline?

Secretary LAHOOD. It is going to slow down our ability to meet the timetables that we have set for NextGen.

Mr. PASTOR. Do you have any idea to what extent?

Secretary LAHOOD. Well, we have told employees that they are going to be furloughed up to 11 days. We hope it is not 11 days, but it is up to 11 days. Some of these people are working on these projects, but I want to assure you and every member of the committee, safety will not be compromised.

Mr. PASTOR. Well, talking about safety, it is the Homeland Security who made the decision. Has FAA or Secretary—well, Transportation taken the comment on bringing the changes in the homeland security on what can be brought on planes in terms of knives—

Secretary LAHOOD. That is not in my—

Mr. PASTOR. I understand, but—

Secretary LAHOOD. That is not in my portfolio.

Mr. PASTOR. But safety on airlines, safety on different modes of transportation is. So does the Department have any comment and/or—in ensuring that airlines are safe and that people that work in the industry are safe?

Secretary LAHOOD. For all of the things that we have jurisdiction over, safety remains our number-one priority.

[The information follows:]

COMMENTS ON TSA WEAPONS INTERPRETIVE RULE

This is a significant change in TSA policy that may have profound impacts on the safety of flight crew members and passengers in aircraft cabins (as opposed to flight decks). As TSA is aware, the number of unruly passengers on planes has increased in recent years, and these unruly passengers pose serious risks to flight crew members and other passengers aboard planes. The issue has become such a serious concern internationally that the International Civil Aviation Organization (ICAO) has taken the matter up. As I have said, safety is our top priority and I will encourage TSA to consider these risks in determining whether relaxing the definition of “weapon” is appropriate. At a minimum, TSA should provide a public discussion as to why this change would not increase the risk to flight crew members and passengers in aircraft cabins.

Mr. PASTOR. Thank you, Mr. Secretary.

Mr. LATHAM. All right. And I will just—on that subject, on the NextGen, I think one of the biggest delays that has happened was the previous administration when they did not include the controllers in the whole development of NextGen.

Mr. PASTOR. Well, they had the contract issue, so that was—

Mr. LATHAM. Well, that was, you know—the people running it should be involved in designing the—

Mr. PASTOR. I agree.

Secretary LAHOOD. Yeah, but look, you all deserve credit for passing an FAA bill. I mean, we went without a bill for almost 6 or 7 years. And now, with the passage of the bill, we have the resources to do it.

Mr. LATHAM. All right. We digress.

Mr. Dent.

Mr. DENT. Thanks. Thanks, Mr. Chairman.

Mr. Secretary, just one final question. And thanks again for all the work you have done here at the Department the last few years. We will miss you. I guess this may be your last hearing.

Secretary LAHOOD. Yes.

Mr. DENT. And we will miss you. And thanks for the good work you have done.

Just one quick question. In 2012, this subcommittee identified flaws in the NHTSA National Automotive Sampling System and provided funding to fully modernize the data collection system. The volume of crash data being input into the system is coming in at 20 percent of the volume that was originally intended for the database. Additionally, the quality of the data has diminished.

If properly implemented and maintained, this database is going to provide important data to support policy decisions and be an invaluable tool to all stakeholders by providing feedback on which technologies truly are improving highway safety and which ones are not working.

Stakeholders in my district have voiced concern that NHTSA's plans for modernization are not clearly defined. Could I please ask you to get back to me the status of the modernization?

Secretary LAHOOD. Sure.

Mr. DENT. That is a—

Mr. LAHOOD. Will do it.

Mr. DENT. Thank you. And how much of the \$25 million has been spent to date?

Secretary LAHOOD. Okay.

Mr. DENT. And then, how is NHTSA engaging with interested parties, suppliers, automakers, safety advocates, the medical community, research organizations, to ensure that we are leveraging both public and private resources to the greatest—

Mr. LAHOOD. Sure.

Mr. DENT [continuing]. Extent possible?

Secretary LAHOOD. Yep. Will do it.

Mr. DENT. That is it. I mean, I don't expect an answer right now—

Mr. LAHOOD. Yep. We will get back to you.

Mr. DENT. Thank you so much.

Mr. LAHOOD. Thank you.

Mr. DENT. And I will yield back.

Mr. LATHAM. Thank you, Mr. Dent.

Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman.

To follow up on the last part, when we were talking about the CRC and the bridge height issue and actions that DOT has taken to mitigate or hopefully mitigate, one of the things that I think is important for you all to consider—I know there are three businesses, and we will see what happens. My hope—this is the third or fourth, depending on who you talk to, largest river system in the country. It serves all the way up—obviously the Columbia River, all the way up into Idaho and all the four States surrounding. The ag industries use this river traffic.

Is it wise to look at this project and say, okay, we are going to mitigate for these two or three businesses that are there now and we are not going to worry about future growth and capacity; as long as we can get these three businesses mitigated, moved over, we are not going to worry about the bridge height or the cap that it puts on the river? In terms of impeding the flow of commerce, is that of concern?

Secretary LAHOOD. We would take our cues on that from the people that live in the area. I mean, the reason that we became aware of the height issue is when businesses came to us. And we recognized that it was a problem, and that is when the mitigation really began.

Look, if the leadership in the community, the business community and others say, other businesses are going to be inhibited or the future growth for the economy, we would certainly listen to that, of course.

Ms. HERRERA BEUTLER. Well, and I don't know if we CC'ed you, but I know that we sent to the Coast Guard—the Members of Congress who live up the river in the different districts, sent a letter in saying just that, because there are public ports that go up beyond us. That is not my district or my area, but folks have raised that same concern.

And just to clarify, come back to your interest in this project and the region, would DOT still be willing to fund a regional bridge that increases safety, or makes it safe in the event of a catastrophic earthquake or so on, if the transit portion were something other than light rail?

Secretary LAHOOD. Well, that decision hasn't been made. And until the decision is made, we are operating under the assumption that the plan that is in place is the one that has been selected.

And so I am not going to answer a hypothetical, given the fact that there are 10 years of planning and there is a project in place, and one State has already passed their local match and we are waiting to see what the other State does. If your State decides to do something different and doesn't want to put up the match, then we will see where that takes us.

Ms. HERRERA BEUTLER. So, I guess, I am gauging your interest in the safety of the bridge irrespective of what mode of transit is used on it, not whether or not each State believes the bridge needs to be built or what they want to put in for it.

Mr. LAHOOD. Well—

Ms. HERRERA BEUTLER. The controversy is over the mode of transit.

Secretary LAHOOD. Let me be clear. We like this project. This is the one multimodal project in the country of national significance. If this project is built, you will become a model maybe for the world but certainly for the country, where two States and a region that connects North America can build a multimodal bridge. We like this project.

Ms. HERRERA BEUTLER. So can I ask you to consider a few things? I realize it looks good on paper and it adds to the talking points, but the really important thing in my mind is, obviously you all have not drilled down into whether this even pencils.

Did you know that we have to build parking garages in downtown Vancouver to meet the density requirements for light rail? Do you know that it does not pencil in our region? I mean, what you are bringing over from Portland is actually in the red, and part of the reason we are rejecting it is we don't want to have to pay off their debts.

If you were willing to truly make it a multimodal project that meets—and what you said, works with communities to meet their needs, you would be flexible and balanced and willing to help change this into—add bus rapid transit, add something that we can afford and that meets our needs.

We literally have to build parking garages and assume people are going to drive to those parking garages for us to be legal to get the new-starts grant. That, to me, seems like you are really pounding a square peg into a round hole. Is that—

Secretary LAHOOD. Well, the idea that we are not flexible is not accurate at all. When somebody came to us and said the bridge isn't high enough and it is going to impact businesses, what did we do? We went to the Coast Guard. And—

Ms. HERRERA BEUTLER. The Coast Guard has not permitted it.

Secretary LAHOOD. Let me finish. The idea—

Ms. HERRERA BEUTLER. But wait, wait, wait.

Secretary LAHOOD. The idea that we are not flexible is not true. We have shown a lot of flexibility.

Ms. HERRERA BEUTLER. You are telling me that unless we do the bridge as you like it, you won't give me the hypothetical, yes, that you are still involved.

Secretary LAHOOD. We are trying to mitigate with the businesses who asked for a higher bridge so they can accommodate their businesses. That sounds like a lot of flexibility to me.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman.

Mr. LATHAM. The gentlewoman's time has expired.

And I think we are going to adjourn the hearing here.

I ask unanimous consent that Members are allowed to revise and extend their remarks. And if you would respond to written—

Secretary LAHOOD. I sure will.

Mr. LATHAM [continuing]. Questions—

Mr. LAHOOD. Absolutely.

Mr. LATHAM [continuing]. That they may have.

On a personal note, and I hope Mr. Pastor would join me, thank you for your service at the Department. We hate to see you leave.

Secretary LAHOOD. Thank you.

Mr. LATHAM. We don't always agree on every issue. You defend the indefensible pretty well sometimes.

Secretary LAHOOD. Well, let me add my thanks to this committee for always having transportation as one of your top priorities. You have all been great to work with. Thank you.

Mr. LATHAM. And you should be commended for your safety initiatives. Texting, the distracted-driver stuff is really a huge step forward.

Secretary LAHOOD. Thank you. Thank you.

Mr. LATHAM. And I commend you for that.

Secretary LAHOOD. Thank you.

Mr. LATHAM. Unless there is anything else, Mr. Pastor, we will adjourn the hearing.

**QUESTIONS FOR THE RECORD FROM THE HOUSE
COMMITTEE ON APPROPRIATIONS – FISCAL YEAR 2014
BUDGET HEARING - April 16, 2013**

DEDICATED SHORT RANGE COMMUNICATIONS

DOT has requested additional resources for studying interference issues related to dedicated short range communications that are used in connected vehicles. The study is necessary because of an FCC proposed rulemaking to allow unlicensed users to access the 5.9 GHz band of spectrum previously reserved for connected vehicles. It is my understanding that the FCC has proposed to allow unlicensed users access to spectrum reserved for connected vehicles.

QUESTION: Are you concerned opening this spectrum to other broadband users could create interference with safety critical vehicle technologies?

RESPONSE: Yes. DSRC was allocated for Intelligent Transportation Systems (ITS) due to its key characteristics for mobile, active safety transportation applications. The 5.9 GHz band at issue in this proceeding is crucial to ITS. Specifically, DSRC provides:

- Reliable, secure communications among quickly-moving vehicles;
- Fast communication speed for low latency;
- Invulnerability to extreme weather; and
- Tolerance of multi-path transmissions (to avoid self-interference).

While the Department recognizes that spectrum is a scarce national resource and that it is important to find ways to expand wireless broadband capacity, the Department has concerns about the FCC's proposal, as outlined in the National Telecommunications and Information Administration's (NTIA) report titled "Evaluation of the 5350-5470 MHz and 5850-5925MHz Bands." DOT has invested significant resources in ITS research and development activities, given the technology's potential to save thousands of lives annually and to achieve other important national transportation goals. The Department has worked extensively for well over a decade, in partnership with a variety of stakeholders in the public and private sectors, domestically and internationally, to make broad deployment of these technologies in vehicles and infrastructure a reality in the near future.

The NTIA report identified several risks to spectrum sharing with Unlicensed National Information Infrastructure (U-NII) devices in the 5.9 GHz band and suggested potential mitigation strategies. According to the report, additional analysis would be needed to determine whether interference-free operation of the critical safety applications is possible if U-NII devices were granted access.

QUESTION: What steps is the Department taking to ensure that the connected vehicle safety program is not unnecessarily delayed or derailed?

RESPONSE: The Department continues to pursue the connected vehicle safety program as planned, while continuing to work with the National Telecommunications and Information Administration (NTIA) on ongoing technical analyses of the DSRC band.

DOT is in the midst of the world's most comprehensive real-world test of the safety applications enabled by the DSRC technology, the Connected Vehicle Safety Pilot in Ann Arbor, Michigan. Data derived from this deployment of nearly 3,000 vehicles will provide critical support for the National Highway Traffic Safety Administration's (NHTSA) decisions on next steps concerning V2V technology. NHTSA will decide in 2013 whether to begin rulemaking action to require the technology in all new light vehicles, to conduct additional research, or to combine regulatory action and further research. In 2014, NHTSA will make such a decision concerning heavy vehicles. In making these decisions, the research on which they are based relies on the 5.9 GHz spectrum being fully available, without any disruptive interference, to permit implementation of the technology's safety potential.

The Department plans to remain actively involved in the ongoing discussions and technical analyses relating to the FCC proceeding. DOT appreciates being fully included in the NTIA's study efforts in the 5.850-5.925 GHz band required by the Act, efforts that include fully considering DOT comments to the NTIA's January 25, 2013 report, "Evaluation of the 5350-5470 MHz and 5850-5925 MHz Bands Pursuant to Section 6406(b) of the Middle Class Tax Relief and Job Creation Act of 2012." DOT appreciates NTIA's collaborative efforts thus far, looks forward to working closely with NTIA on developing and implementing a work plan to assess all of the technical risks documented in the initial report, and stands ready to offer any assistance that it can to the NTIA or the FCC throughout the process.

BUY AMERICA RULEMAKING

QUESTION: I have been contacted by both public and private utility providers in my district with regard to the Buy America provisions in MAP-21. As I'm sure you know the bill sets an exemption level of 0.1% for foreign sourced materials, which many in industry find to be extremely difficult with which to comply. We are anticipating a rulemaking out of FHWA sometime this year. When will that rulemaking be issued? Do you anticipate flexibility for certain sectors that may be disproportionately impacted?

RESPONSE: The Department plans to issue a notice soon requesting comments on the continued need, in whole or in part, for the general waivers from Buy America (manufactured goods, pig iron, and ferry boats). The request for comments will include the continued need for FHWA's minimal use threshold that you mention. We will consider all comments received in assessing how to move forward.

MAP-21 amended the FHWA Buy America statute by broadening the application of Buy America to any contract eligible for Federal highway funding within the scope of the applicable NEPA document regardless of the contract's funding source. In response to the changes made by MAP-21, the Department issued guidance to clarify that the new Buy America statute includes any utility work covered by the NEPA document, even work not paid for with Federal-aid funds.

TRUCK PARKING AVAILABILITY STUDY

QUESTION: I want to thank the Department for moving forward to implement the study on truck parking availability that was required under MAP-21. This is an important priority for the trucking industry, but especially for the men and women who make their living out on the road as long-haul truck drivers. These hard-working folks are under enough pressure, and taking steps to ensure they don't have to stress about where they can find a place to park to get their needed rest will go a long way. Can you update the Subcommittee on those efforts?

RESPONSE: Since the passage of MAP-21, the Department has been working with numerous stakeholders to seek input on framing the survey scope and questions. Based on stakeholder input, the Department expanded the scope of the survey population beyond the States to also survey law enforcement, commercial motor vehicle owners and operators, and parking facility owners. The Department plans to issue a Federal Register Notice soon to seek comments on the proposed survey structure. After we conduct the survey, the Department will analyze and develop the metrics to measure the adequacy of commercial motor vehicle parking facilities. The Department is on track to provide the survey results to the public on the US DOT website by the statutory deadline.

PIPELINES AND HAZARDOUS MATERIALS

The budget requests a significant increase for the Pipeline Safety and Hazardous Materials Safety Administration. The \$54.4 million or 27 percent increase above the FY 2013 level includes a request for 54 additional safety positions.

QUESTION: Given that our nation has network of 2.6 million miles of hazardous liquid and gas pipelines, how does the Pipeline Safety and Hazardous Materials Safety Administration leverage its state partners to ensure there is adequate oversight of the pipeline system?

RESPONSE: The strength of PHMSA's Federal/state partnerships directly impacts the integrity of our Nation's pipelines. Strong partnerships are critical to a successful national pipeline safety program. The Pipeline Safety Reform initiative expands the number of inspectors available to provide oversight to the system of pipelines and reinforces the partnership between the Federal and state entities responsible for enforcement procedures and the assurance of regulatory compliance for pipelines. The

initiative will also support the standardization of all State Pipeline Safety grant programs in certain operational functions and make certain that state pipeline safety programs work together with Federal safety oversight programs.

The State Pipeline Safety Grant program supports up to 80 percent of a state's costs for personnel, equipment, and activities to carry out inspection and enforcement activities of intrastate pipeline facilities under a certification or agreement with the Secretary of Transportation or to act as the Secretary's agent with respect to interstate pipeline facilities. PHMSA and State inspectors train side by side and share lessons that have been learned throughout the different regions of the country.

The discovery of shale gas reserves throughout the country is creating a surge in the development of new pipeline networks to transport gas to consumers. Much of this new infrastructure will fall within the safety oversight of state programs. PHMSA believes it is important to grow these state programs in order to address the issues of high risk, older pipelines; new shale gas-related developments and infrastructure; and the baseline needs of individual programs.

PHMSA is also developing the National Pipeline Information Exchange to provide a 360 degree view of the aging pipeline infrastructure and identify high risks. It will enable PHMSA to share and integrate data with its state partners.

QUESTION: What assessment has been done on the state-of-good-repair needs of our nation's pipeline system? Provide an estimate of the capital backlog.

RESPONSE: Generally, in spite of its gradually improving safety performance, some pipe has been in the ground for a long time. Over 50 percent of the Nation's pipelines were constructed in the 1950's and 1960's during the creation of the interstate pipeline network built in response to the huge demand for energy in the thriving post-World War II economy. Some pipelines were built even earlier. Approximately 3 percent of our gas distribution mains are made of cast or wrought iron and were built in the first half of the 20th century. Over 12 percent of the Nation's cross-country gas transmission and hazardous liquid pipelines were built prior to the 1950's.

PHMSA has made an inventory of cast iron pipelines publicly available on the Internet at http://opsweb.phmsa.dot.gov/pipeline_replacement/cast_iron_inventory.asp.

The inventory, which is sortable by State, reflects the amount of potentially high-risk pipe still in use. PHMSA has targeted cast iron pipe as one type of pipe that should be evaluated for accelerated repair, rehabilitation, or replacement.

PHMSA does not build or rehabilitate pipelines and therefore cannot provide an estimate of the capital backlog.

AVIATION CALL CENTER

The budget requests \$7.5 million to establish a new aviation consumer call center. The budget requests \$150,000 for two positions to oversee the contractor and do public outreach. The bulk of the funds (\$7.35 million) are to award a contract to establish a call center.

QUESTION: Does the \$7.5 million request represent the full cost of the center for an entire year? Won't it take DOT a number of months to hire the internal staff and select a contractor?

RESPONSE: The \$7.5 million requested for the Office of General Counsel to establish a new Aviation Consumer Call Center required by the FAA Modernization and Reform Act represents the full cost for establishing the call center for an entire year and the cost for two positions funded for half a year. \$7.35 million of the \$7.5 million requested will be used for a contract to establish the hotline. Based on our review of call centers established by other Federal entities and an estimate received by a company that assists the National Highway Traffic Safety Administration with its call centers, we view the \$7.35 million for a contract to establish the Aviation Consumer Call Center as a conservative estimate. The remaining \$150,000 of the \$7.5 million requested will be used to fund for half a year two positions to oversee the contractor and do public outreach. It will take DOT several months to select a contractor.

Funding the call center at the requested \$7.5 million will enable the Department to enter into a full year contract with a vendor with option years. Doing so will result in cost savings to the government as the hourly rate that DOT will likely be charged for the hotline operators through a long term contract will be lower than the hourly rate for such operators through a short-term contract. Generally speaking, there tends to be a high turnover in call center operators. If the Department enters into a short term contract with a vendor, turnover will likely be even higher than the norm, as there will be less job security for the call center operators. It is imperative that the Department be able to retain the call center operators as long as possible as we will be investing a great deal of time and resources up front in training each of the operators on the many consumer regulations that protect air travelers. If the operators are not adequately trained, then the assistance that they will be able to provide members of the public will be sub-standard.

POLITICAL APPOINTMENT & DETAILS

Section 182 of Public Law 112-55 limits the number of political and Presidential appointments to no more than 110.

- **Provide a table that lists all filled and vacant political and Presidential appointees by position name and mode as of May 1, 2013.**

TITLE	APPOINTEE (as of June 23, 2013)
<u>Office of the Secretary</u>	
Secretary	Ray LaHood
Chief of Staff	Joan DeBoer
Deputy Chief of Staff	Marlise Streitmatter
White House Liaison	Nate Turnbull
Deputy Secretary	John Porcari
Counselor to the Dep. Secretary	Joe Peraino
<u>Office of Scheduling and Advance</u>	
Director of Scheduling and Advance	Georgette Brammer
Scheduler	Vacant
Special Asst to Scheduling Advance	Ryan Lynch
Special Asst to Scheduling Advance	Amani Kancy
<u>Policy</u>	
Under Secretary for Transportation Policy	Polly Trottenberg
Assistant Secretary for Transportation Policy	Vacant
Associate Director for Transportation Policy	Vinn White
Senior Advisor for Accessible Transportation	Richard Devylder
Deputy Assistant Secretary for Transportation Policy	Amy Scarton
Deputy Assistant Secretary for Transportation Policy	Beth Osborne
Assistant Secretary for Aviation and International Affairs	Susan Kurland
Deputy Assistant Secretary for Aviation and International Affairs	Bob Letteney
Director of Public Engagement	Bryna Helfer
Deputy Director of Public Engagement	Vacant
<u>Civil Rights</u>	
Director, Office of Civil Rights	Camille Hazeur
<u>Executive Secretariat</u>	
Director, Executive Secretariat	Carol Darr
<u>Office of Small and Disadvantaged Business Utilization</u>	
Director, Office of Small and Disadvantaged Business Utilization	Brandon Neal
<u>Chief Information Officer</u>	
Chief Information Officer	Richard McKinney

Director of IT Strategy	Francisco Reinoso
Public Affairs	
Assistant to the Secretary and Director of Public Affairs	Meghan Keck
Deputy Director for Public Affairs	Casey Hernandez
Press Secretary	Justin Nisly
Deputy Press Secretary	Susan Hendrick
Associate Director of Speechwriting	Ashley Nash-Hahn
General Counsel	
General Counsel	Katie Thomson (Acting)
Deputy General Counsel	James Cole
Associate General Counsel	Amy Tovar
Special Assistant to the General Counsel	Michael Hallock
Assistant Secretary for Budget and Programs	
Assistant Secretary for Budget and Programs/CFO	Sylvia Garcia (Acting)
Deputy Assistant Secretary for Management and Budget	Sylvia Garcia
Senior Advisor for budget & Programs	Blair Anderson
Governmental Affairs	
Assistant Secretary for Governmental Affairs	Dana Gresham
Deputy Assistant Secretary for Governmental Affairs	Patty Readinger
Deputy Assistant Secretary for Governmental Affairs	Joanna Liberman Turner
Deputy Assistant Secretary for Governmental Affairs	Amit Bose
Director of Governmental Affairs	Natalie Angelo
Associate Director for Governmental Affairs	Alex Friendly
Associate Director for Governmental Affairs	Maria Elena Juarez
Associate Director for Governmental Affairs	Peter Gould
Associate Director for Governmental Affairs	Michael Daley
FAA	
Administrator	Michael Huerta
Deputy Administrator	Michael Whitaker
Chief of Staff	Sasha Johnson
Chief Counsel	Katie Thomson
Assistant Administrator for Aviation Policy, International Affairs, and Environment	Julie Oettinger

Assistant Administrator for Communications	Kristie Greco
Associate Administrator for Airports	Christa Fornaratto
Assistant Administrator for Government & Industry Affairs	Rod Hall
<u>Federal Highway Administration</u>	
Administrator	Victor Mendez
Deputy Administrator	Greg Nadeau
Chief Counsel	Fred Wagner
Associate Administrator for Public Affairs	Cathy St. Denis
Associate Administrator for Policy and Government Affairs	David Kim
<u>Federal Motor Carrier Safety Administration</u>	
Administrator	Anne Ferro
Deputy Administrator	Bill Bronrott
Director of Governmental Affairs	John Drake
Chief Counsel	Scott Darling
Director of Communications	Marissa Padilla
<u>Federal Railroad Administration</u>	
Administrator	Joseph Szabo
Deputy Administrator	Karen Hedlund
Chief Counsel	Melissa Porter
Director of Congressional Affairs	Nathan Robinson
Associate Administrator for Legislative Affairs & Communications	Kevin Thomson
<u>Federal Transit Administration</u>	
Administrator	Peter Rogoff
Deputy Administrator	Therese McMillan
Associate Administrator for Communications and Legislative Affairs	Brian Farber
Chief Counsel	Dorval Carter
<u>Maritime Administration</u>	
Administrator	Chip Jaenichen (Acting)
Deputy Administrator	Chip Jaenichen
Director, Office of Congressional and Public Affairs	Michael Novak
Chief Counsel	Franklin Parker
<u>National Highway Traffic Safety Administration</u>	

Administrator	David Strickland
Deputy Administrator	David Friedman
Director of Governmental Affairs	Chan Lieu
Director of Communications	Nathan Naylor
Chief Counsel	Kevin Vincent
<u>Pipeline and Hazardous Materials Safety Administration</u>	
Administrator	Cynthia Quarterman
Deputy Administrator	Tim Butters
Associate Administrator for Governmental, International, and Public Affairs.	Jeannie Layson
Chief Counsel	Vanessa Allen
<u>Research and Innovative Technology Administration</u>	
Administrator	Vacant
Deputy Administrator	Greg Winfree
Chief Counsel	Ellen Partridge
Director of Congressional and Public Affairs	Jane Mellow
<u>Office of Administration</u>	
Assistant Secretary for Administration.	Brodi Fontenot
<u>St. Lawrence Seaway Development Corporation</u>	
Administrator	Vacant
<u>Office of the Inspector General</u>	
Inspector General	Calvin Scovel

Describe temporary or permanent details between modes or offices (inside and outside of the DOT) of any political or Presidential appointee.

RESPONSE: Per Sec. 182 of P.L. 112-55, no political appointees of the Department of Transportation have been detailed outside of DOT.

CAPITAL INVESTMENT GRANTS

QUESTION: As you know, MAP-21 expanded eligibility within the New Starts Program to allow improvements to existing transit systems that add capacity. These improvements to legacy systems can have as much or more impact on increasing ridership than some new extension projects. Five years ago, the Chicago Transit Authority expanded Brown Line platforms in my district, allowing the line to expand to 8 car trains, which carry 40 percent more rides each day. That's 30,000 extra rides every day. More projects like this in Chicago could help expand ridership to meet future demand and reduce congestion on other over-crowded lines like the Red Line, which is also in my district. While other aspects of MAP-21 have moved forward, we have not seen dedicated funding or guidance around the core capacity program, which could help cities across the country expand existing transit systems to meet the needs of the future.

- a) Is the FTA supportive of the core capacity provisions?
- b) If so, what plans does FTA have to issue guidance or request funding for core capacity programs?

RESPONSE:

- FTA is very supportive of the new core capacity provisions of MAP-21, but notes that the Capital Investment Program authorized funding level was decreased in MAP-21 while the types of projects eligible for funding was expanded. Even though the overall Capital Investment Grant program is facing unprecedented funding constraints, FTA recommended \$120 million for core capacity projects in the FY 2014 budget. We recognize this may be only a small fraction of what is needed to fund critical capacity expansion projects in our legacy transit systems.
- FTA plans to issue proposed guidance for public comment later this year on how it may implement the new MAP-21 provisions for the Capital Investment Grant program, including the core capacity provisions.

QUESTION: Moving major transit projects quickly through development, engineering, and construction will save transit agencies, taxpayers, and transit riders a lot of money and time. MAP-21 encourages this common sense approach, funding a pilot program to expedite projects through alternative and innovative means, such as a Public-Private Partnership. Unfortunately, legislative language authorizing the pilot program allows only transit agencies in a "state of good repair" to be eligible.

- a) Is it true that most transit agencies in the US are not technically in a state of good repair, and this provision would thereby eliminate most, if not all major transit agencies from contention?

- b) If that's true, Chicago's core capacity projects would not be eligible for the pilot program. Would you support changing the law to waive that state of good repair requirement?

RESPONSE:

- In a study conducted in 2010, FTA founds that 29 percent of all transit assets are in either poor or marginal condition. FTA's study found that 26 percent of rail assets and 41 percent of bus assets are in marginal or poor condition. In this same study, FTA found that a \$78 billion investment (2008 constant dollars) would be required to address the national backlog of transit asset repairs and replacements.
- FTA has supported increasing funding for state of good repair activities, including it as a key reauthorization proposal in its Budget Requests to Congress. MAP-21 now funds a formula grant program to help with the needs.
- FTA would not conclude that most transit systems are not in a state of good repair, since the meaning of the phrase has not yet been clearly defined. However, it is clear there are significant *state of good repair* funding needs around the country, particularly at the largest and oldest transit systems.
- FTA notes that the provisions in MAP-21 for the Pilot Program for Expedited Project Delivery allow only three projects to be selected, but no separate funding is identified. Rather, the projects selected must compete for the limited Capital Investment Grant Program funding.
- FTA believes it is crucial to maintain existing systems and assets before considering expansions, so we are supportive of the provision in the pilot program requiring a certification that the existing system is in a state of good repair.

POSITIVE TRAIN CONTROL

QUESTION: The U.S. Rail Safety Improvement Act of 2008 mandated the implementation of positive train control (PTC) technology across the U.S. rail network by 2015. While the railroad industry has invested significant resources to meeting the statutory deadline, the GAO, Federal Railroad Administration, and CRS have all published reports stating that a majority of railroads will not be able to fully implement PTC by the deadline.

Would you support an extension of the 2015 deadline to ensure that both freight and commuter rail have enough time to implement this expensive and complicated mandate?

RESPONSE: FRA continues to support national deployment of Positive Train Control (PTC) to improve the safety, security, and efficiency of freight, intercity passenger rail, and commuter rail services.

FRA released a comprehensive report on PTC deployment in August, 2012. In it, FRA found that the majority of railroads will not be able to complete PTC implementation by the December 31, 2015 deadline. Partial deployment can likely be achieved. However, that depends on the successful resolution of the current issues including availability of communications spectrum, radio interoperability, in addition to any potential issues discovered during the implementation process.

FRA made the following recommendations in its August report:

- If Congress were to consider extending the PTC implementation deadline it should take into account the extent each railroad has demonstrated due diligence in its efforts to implement PTC.
- FRA should be allowed to make provisional certification of PTC systems.
- Any revisions to a PTC implementation plan should be subject to FRA approval with sufficient time for FRA review.
- FRA should be allowed to approve the use of alternative methods of protection in lieu of PTC.

QUESTION: In the Chicago region, approximately 300,000 riders rely on METRA each and every weekday to get to work and get back home. METRA faces challenging budgets. The Positive Train Control (PTC) mandate will cost the agency at least \$214 million. This is a very expensive proposition for a public agency with an annual capital budget of roughly \$140 million. In order to meet the mandate, METRA would have to divert funding from critical capital investments, such as state of good repair priorities and important station rehabilitation projects that are so critical to local communities and METRA commuters. Most other commuter railroads in this country face the same problem. I am encouraged that the Administration has recognized this issue and included funding for PTC in the Rail Service Improvement Program, funded through a yet to exist Transportation Trust Fund, but I worry that this is not enough.

Has the Department considered other ways to help mitigate the significant costs that commuter railroads around the country are facing as a result of the PTC mandate?

RESPONSE: As you mentioned, FRA recognizes that commuter rail operators face tight budgets making it difficult for them to fund PTC. This is why FRA has set aside funds

for PTC implementation in our FY 2014 budget. However because PTC is Congressionally mandated, FRA has worked within its authority to limit the cost of PTC implementation through its provisions for exceptions to the requirements for installation along certain track segments. Regarding mitigating costs, commuter railroads would likely benefit from the recommended updates to FRA's PTC implementation authorities, outlined in the answer to the previous question.

QUESTION: In 2008, the House Transportation & Infrastructure Committee recognized this problem and authorized the FRA to administer the Railroad Safety Technology Grant Program, which can be used to support PTC projects at \$50 million per year. However, to date, Congress has only appropriated \$50 million in FY 2010. Can you talk about the Department's decision not to include that already authorized amount in this year's budget proposal?

RESPONSE: FRA recognizes that funding is a major obstacle to PTC implementation for Amtrak and commuter railroads. Consequently, in its FY 2014 Budget, FRA has set aside significant resources for this activity. Under the proposed National High Performance Rail System program, FRA will provide funds to Amtrak and to transit commuter rail operators to install PTC systems. Specifically, PTC implementation is an eligible grant activity for Amtrak under the new \$925 million National Assets Program and for commuter railroads under the new \$3.25 billion Passenger Corridors program.

WEDNESDAY, APRIL 17, 2013.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

WITNESS

HON. SHAUN DONOVAN, SECRETARY, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Mr. LATHAM. The hearing will come to order. I want to welcome Secretary Donovan here this morning. Thank you for your testimony and for your continued service at HUD, your competence and hard work at the Department continues to be very much appreciated. I really appreciate the conversations that we have. It is very, very important to try to reach the goals that we all have in mind.

Consideration of the fiscal year 2014 request must be put in proper context, as anomalies like FHA receipts and sequester make fair comparisons very challenging. Gross spending is higher in this request than has been previously enacted. While I understand some increases are due to the rising cost of HUD rental assistance, the increases are not entirely explained by HUD's existing liabilities.

The request adds nearly a billion dollars to new initiatives, new demonstration programs, and large increases to existing programs. Just to cite a few examples, \$200 million is requested for a Neighborhood Stabilization Initiative, a narrowly targeted program not funded by this Subcommittee in recent years. Also, Choice Neighborhoods, another narrowly targeted program, is quadrupled to \$400 million in the request. These increases are particularly puzzling in the context of a request that also proposes to cut core state and local partnerships like CDGB and HOME.

Looking beyond funding levels, I am deeply concerned by the lack of a comprehensive reform proposal in the budget. Neither the authorizing Committees nor the administration appear to be committed to leading the way on this issue. While I appreciate the inclusion of some legislative savings ideas, cherry-picking authorizing provisions just to accommodate more spending elsewhere is no substitute for genuine leadership on reform. Without something comprehensive, it will only get more and more difficult to keep pace with the growing cost of assisting vulnerable households and forging pathways to self-sufficiency.

Mr. Secretary, I think we can both agree that even in this fiscal environment, protecting households currently served by HUD should be a top priority. However, we must also fulfill a duty to the American taxpayer to get serious about deficit reduction. HUD's request goes exactly in the wrong direction on deficit spending and appears out of touch with fiscal reality. This Subcommittee will take a hard, line-by-line look at what can be accommodated in the

current environment, particularly among the grant and demonstration programs in this request that have nothing to do with meeting current HUD commitments.

I am looking forward to an open and productive discussion with you as we continue through the process, and I thank you again for your hard work at the Department. I think we all have a lot of questions and ground to cover today, so with that I will yield to my distinguished ranking member, Mr. Pastor, for his opening remarks.

Mr. Pastor.

Mr. PASTOR. Good morning. Good morning, Mr. Chairman. And thank you, Mr. Chairman, for the recognition. I also want to welcome Secretary Donovan this morning.

Mr. Secretary, you have had a busy few months spearheading the Federal government's recovery efforts from Hurricane Sandy, an issue I know that is vitally important to my ranking member, Ms. Lowey.

When we finished our work on the fiscal year 2013 appropriation bill last month, we tried to preserve the housing safety net for our nation's most vulnerable populations. However, cuts due to sequestration undermine our aim. I am particularly concerned that many public housing authorities feel that these lower funding levels are insufficient to keep every person who we housed last year in a home this year.

President Obama has submitted a funding request that protects housing for vulnerable populations that we house. There are increases for the Section 8 program, and a modest increase for the public housing program. While I support these increases, I am concerned that the growth in these programs may come at the detriment of the rest of the program in the Department.

I look forward to your testimony this morning. And Mr. Chairman, thank you. And I yield back.

Mr. LATHAM. Thank you, Mr. Pastor. I see the Ranking Member of the Full Committee is here. If you have an opening statement, Ms. Lowey, please go ahead.

Ms. LOWEY. Thank you very much, Mr. Chairman, and Mr. Ranking Member. And I would like to thank you for your efforts on these very important issues. And I join you in welcoming Secretary Donovan.

First, Mr. Secretary, I want to thank you for your assistance with designating Westchester County a most-impacted and distressed county for the first allocation of Sandy Relief funds from the Community Development Block Grant Disaster Relief Program. I appreciate your Department honoring my request and that of Governor Cuomo and some of my House and Senate colleagues, to take a second look at the designation. As I review your budget request, I am pleased that the Department is prioritizing funding to maintain current levels of rental and homeless assistance.

While our economy is in recovery, some of our fellow citizens are being left behind. The president's budget should honor our commitment to assisting their recovery as well. However, like a number of my colleagues, I am concerned about the long-term health of the Department in the face of the sequester. For example, through its housing assistance programs, HUD serves millions of low-income

seniors and disabled individuals. However, like other low-income programs, such as SNAP, these housing programs are not protected from the sequester. As you know, HUD's own estimates project that 125,000 individuals and families will lose voucher assistance under sequestration, likely increasing homelessness for these populations. Additionally, state and local units of government rely on CDGB to help with vital investments and economic revitalization, affordable housing, and infrastructure. I fear they will soon have to manage with less support in order for the Federal government to meet its obligations to our most vulnerable citizens.

Mr. Secretary, I do not envy the task before you. I hope that your testimony today will provide reassurance about the difficult choices ahead for HUD. I look forward to working with my colleagues on the Committee and the secretary to continue to review the president's budget request to ensure that we adequately fund the initiatives that will aid our citizens who are most in need while supporting economic development and job creation throughout the country.

Thank you, Mr. Secretary. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Ms. Lowey.

After the secretary, we will proceed with five-minute rounds in standard order this morning. With that, Mr. Secretary, I invite you to present your opening statement. Your full statement will be in the record. You are recognized for five minutes.

SECRETARY DONOVAN'S OPENING STATEMENT

Secretary DONOVAN. Thank you, Chairman Latham, Ranking Member Pastor, Ranking Member Lowey, members of the Committee.

HOUSING AND COMMUNITIES

Today I would like to discuss how HUD's fiscal year 2014 budget proposal will help grow our economy from the middle class out by supporting the ongoing recovery in our housing market and creating ladders of opportunity in communities across the country. As the president said, our economy is strongest when we expand opportunity and reward the hard work of everyone. HUD's budget would do this by supporting the creation and retention of 620,000 jobs.

We followed four main principles in creating the 2014 budget. The first was to continue support for the resurgent housing market while encouraging the return of private capital and rebalancing the nation's housing finance system. Today the housing market is playing a key role in our economic recovery. Rising home values lifted 1.7 million families back above water and home equity grew by more than \$1.6 trillion in 2012.

FHA

FHA continues to play an important role in this effort, ensuring nearly 1.2 million single-family mortgages in 2012. However, due to the loans insured during the economic crisis, the fiscal year 2014 budget projects that FHA will need \$943 million in support from the Treasury. As you know, any decision to draw from the Treasury

depends on the actual performance of the fund during the current fiscal year. We have taken aggressive steps to protect the fund and are already seeing strong results, even with stress from the troubled reverse mortgage program and the now banned seller-assisted down payment programs. In fact, while the gross budget authority HUD requests in fiscal year 2014 is \$47.6 billion, a 7 percent increase over the fiscal year 2012 enacted level, offsetting receipts from FHA and Ginnie Mae totaling \$14.5 billion bring the cost to the taxpayer to only \$33.1 billion, almost 12 percent below the fiscal year 2012 enacted level. Despite this progress we continue to take responsible administrative action, and the fiscal year 2014 budget calls on Congress to further assist in stabilizing the fund.

IMPROVING HUD'S HOUSING PROGRAMS

The second principle we used in developing our budget, as you mentioned, Mr. Chairman, was to protect current residents. Currently, there are 5.4 million families who live in HUD-assisted housing, a number we have increased by more than 219,000 over the last three years through better management. These households earn just \$12,500 a year on average, and nearly two-thirds have a member who is elderly or disabled. Fully funding renewals of this assistance consumes 84 percent of our proposed budget just to keep current residents in their homes, support homelessness prevention programs, and provide basic maintenance to public housing.

BUILDING ON EXISTING PARTNERSHIPS

The third principle we followed was to build on existing partnerships, helping to create ladders of opportunity while embracing smart, effective, efficient government. As the president said in his state of the union address, in too many hard-hit communities the life chances of a child are determined not by her talents but by her ZIP code. The promise zones proposed by the president expand investments by HUD, the Departments of Education and Justice, and other agencies, while coordinating and streamlining this work to maximize our impact and reduce cost. The \$400 million we have requested for our Choice Neighborhoods program represents a significant increase that will allow us to transform public and assisted housing in our hardest hit neighborhoods and ensure our children are prepared for the 21st century economy.

Building on the success of three rounds of Neighborhood Stabilization Program funding, a \$200 million competitive Neighborhood Stabilization Initiative within our Community Development Block Grant program will address the needs of neighborhoods that continue to suffer the negative effects of abandonment and foreclosure of privately-owned housing.

We have also proposed reorganizing the Office of Sustainable Housing and Communities and relocating it within the Community Planning and Development Office as a direct result of feedback from this Committee. This new Office of Economic Resilience would offer 75 million in integrated planning and investment grants that support local investments in infrastructure and other development to create jobs and build diverse resilient economies.

REDUCING REGULATORY BARRIERS

The final principle we used in creating this budget was to increase sufficiency, reduce regulatory burdens, and provide flexibility to our partners, allowing them to better manage resources.

I look forward to working with Congress to enact the Section 8 reforms proposed in our budget which would save approximately \$2.8 billion over the next five years and streamline outdated statutes governing our public and assisted housing. Expanding initiatives like the Rental Assistance Demonstration and the Moving to Work program will allow more public housing authorities the flexibility to pilot innovative strategies that will better serve residents and save taxpayers money.

This budget also continues the Transformation Initiative, allowing us to propose increased investment in programs we know work and stop funding the ones that do not. And to hold our partners accountable for the funding they receive. Perhaps the best example of this approach is found in Opening Doors, the administration's plan to end homelessness, which has dramatically reduced chronic and veterans' homelessness over the last two years. Because we know these programs save lives as well as taxpayer dollars, our budget proposes 10,000 new HUD VASH vouchers, and a significant increase in our homelessness assistance grants.

Unfortunately, sequestration seriously threatens our ability to serve families, communities, and veterans across the nation with hundreds of thousands likely to lose the assistance we have worked so hard to preserve. While we are attempting to reduce these impacts, there is simply no way to prevent serious damage this year or the resulting consequences for fiscal year 2014 unless sequestration is reversed with a Balanced Deficit Reduction Plan proposed by the president.

I look forward to working with you, both on the fiscal year 2014 budget and on reversing the harmful cuts imposed by sequestration. Thanks for the opportunity to testify today. I look forward to your questions.

Mr. LATHAM. Very good. Thank you, Mr. Secretary.

As you mentioned, HUD's budget anticipates it will use its permanent, indefinite authority to access \$943 million from the Treasury to reserve against future losses in the FHA portfolio. And while HUD is taking steps to stabilize the broader portfolio, including five premium increases, little has been done to stabilize the HECM program, which is projecting losses and entirely offsets any surplus reserves from the forward mortgage market.

FHA REFORMS

In the narrative portion of the budget, you mention additional steps to shore up your losses, but these fall under the authorizers' jurisdiction. These reforms would decrease the chances of having to use the permanent indefinite authority in the future. Can you tell us what progress you have made with the authorizers as far as these reforms to strengthen FHA programs and to limit the need for these funds?

Secretary DONOVAN. Absolutely. First of all, I think you make a very important point, that if you look at the new business that we

are making and even the entire book of the standard single-family programs and you were to look separately at the reverse mortgage program, the fund would actually be in a \$4 billion positive position rather than in the negative \$940 million. So the reverse mortgage program alone is a critical element of what we need to do.

We did take steps a few years ago to create a new option under the reverse mortgage program called the Saver. For a range of reasons I will not bore you with today, that program did not have as much take-up as we expected. Many of these were capital markets related, but the bottom-line was that forced us to take the step of actually consolidating, so essentially stopping the full draw program that was causing the most damage, and not allow any new loans under that program pending broader reforms.

And so I think the most critical authority we are asking for from the authorizers is instead of having to go through the full notice and comment rulemaking process which might take 18 months or so, to allow us through Mortgage E-Letter to make important reforms that I think we broadly agree on to the reverse mortgage program quickly. If we are not able to do that this year, we will have to take more dramatic steps on pricing and other things that will both protect the fund but I also fear could have negative impacts on seniors. So it is critical that we get this done before the end of the fiscal year.

I have reached out and we are working with the authorizers. As you know, we got a vote that was broadly bipartisan on a FHA reform bill last year. I am hopeful that we can have the same progress in the House, but I have already reached out to Chairman Hensarling, to the ranking member, to make sure that we are moving quickly on that. And certainly, we are actively involved in discussions right now.

The other changes that are most important would—because we are making significant money on new loans, is to help us better collect and make better returns on older loans that are causing so much of the damage. So particularly increasing our enforcement authorities is a critical step that we need to take, and we do have four specific proposals in the budget on enhancing our ability to increase returns on those older loans.

AUTHORIZING LEGISLATION

Mr. LATHAM. Do they require authorizers to act on those?

Secretary DONOVAN. Those four, yes, they would. But I will say there are many steps that we can and are taking, short of getting authorizing legislation, we have instituted loan sales and ramped them up dramatically, which has increased our returns substantially on those older loans. It is a more efficient way to dispose of certain loans. We are in the process of issuing guidance on short sales that will help both minimize losses to the funds and allow families to move on if they are not going to be able to stay in their homes. And so there are a set of other steps we can and are taking, but we do believe that these six reforms—two on HECM, four on Enforcement—are absolutely critical to get done. And I pledge to you we will work as hard as we can to get those done with the authorizers.

Mr. LATHAM. Have you made formal legislative proposals to the authorizers?

Secretary DONOVAN. We have.

Mr. LATHAM. In language?

Secretary DONOVAN. In language. I would say one of my concerns is that there is debate about the future of the housing finance system, as there should be. We believe strongly there ought to be reform of Fannie Mae and Freddie Mac. And there ought to be reforms to FHA that are done in concert with that in terms of our loan limits and other steps. But I think it is very important that we move quickly on these steps to shore up the fund and not delay those with the broader legislation that might move on housing finance reform. So we are urging all of your colleagues on the authorizing side to help us move quickly on FHA reform that helps the fund and leave some of the broader mission questions for legislation that can be done in concert with changes to Fannie and Freddie.

Mr. LATHAM. I see my time has expired. Thank you.

Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman.

I would like some clarification on the CDBG and the Neighborhood Stabilization Initiative. While the overall number for the CDBG grant program is about the same as last year's budget request, the funding request for the formula grant to cities, counties, and states is at the lowest level since 1976. This lower level is due to the creation of the \$20 million Neighborhood Stabilization Initiative within the CDBG program that you have proposed.

I believe it was two years ago that you and I visited a number of—at least several neighborhoods that had the Neighborhood Stabilization Program and very successful, and we saw families getting the keys to homes that had been rehabbed, and obviously, the families had been counseled and they qualified and they were in new homes that were lost when we had the housing problems. Now, how is this program, this new initiative different than the housing program that we saw that was initiated in 2008?

NEIGHBORHOOD STABILIZATION INITIATIVE

Secretary DONOVAN. So this program builds on the success of Neighborhood Stabilization. We do not consider it a new initiative because we have now, through \$7 billion, three rounds of Neighborhood Stabilization, which are effectively at an end now. We have seen over 100,000 properties that are renovated or rebuilt or demolished, frankly, where that is the best outcome, and we have created about 85,000 jobs. We have also—and this is why we felt this was an important proposal—what we have seen is not just the job creation that you might traditionally get through CDBG, we have also seen in 75 percent of the neighborhoods where we have invested this money, vacancy rates are down and home prices are rising relative to surrounding communities. And what does that mean? You not only get the jobs directly from construction, but you get—because homeowners are doing better in those neighborhoods, increased consumer spending, stronger economies surrounding that for other reasons as well.

So we are in the position, and this goes back to—if we are going to prioritize the 84 percent of the money in the HUD budget to keep existing families in their homes, the pressure on our other programs is going to be intense. We are going to have to make very difficult decisions. Do I believe that CDBG and HOME should be increased from their current levels? Absolutely. But I also felt when we were looking at having to make difficult choices specifically on CDBG, we felt \$200 million directed to this Neighborhood Stabilization Initiative would get us, first, better acceleration of the housing recovery that we are seeing, and also more job creation than we would by keeping that \$200 million just in the CDBG formula program.

So it is a difficult decision. I understand the concerns that you and the chairman express about this. And I would love to be able to do both, but when we are making difficult choices we felt this \$200 million, knowing what we now know about the success of Neighborhood Stabilization, is a good investment and builds on it.

The last thing I would just say, we are trying to leverage the power of our 108 loans in CDBG. That is why we have put them together. As you know, 108 is a program to leverage private capital that can be brought in through a loan guarantee in CDBG. We believe that the \$200 million plus the power—we are proposing to double 108 capacity in CDBG—could bring not just \$200 million but potentially billions of dollars in private capital to leverage that that could further increase the job creation through this initiative.

Mr. PASTOR. Well, CDBG is very popular with local governments, as you well know.

Secretary DONOVAN. For good reason. I ran the largest CDBG program in the country before coming here.

Mr. PASTOR. So how do you envision this neighborhood initiative? Is it going to be part of the decision-making for the mayors and county commissioners and the governors in some cases to—as they consider the blight in their community, that they will look at this initiative? Because right now they can address some of these issues with the CDBG money as it comes into the local jurisdictions. I mean, how is it going to work with the local politicians in making CDBG decisions?

COMPETITIVE FUNDING

Secretary DONOVAN. So we would expect to run a competition that would be targeted at the places that have the greatest need. As you know from your own district, certain parts of the country were hit harder than others, and while we have made great progress in the housing market, we still have a series of neighborhoods and communities around the country that are really still suffering from the housing crisis. And so we would run a competition. We would target it to those places. Again, I understand that there is concern about not having as much CDBG formula money, but we believe that by targeting that \$200 million to the places that are still hurting the most, requiring through a competition that that be leveraged substantially with private funds, that we could end up getting more job creation and more acceleration of our housing recovery through using that \$200 million for Neighborhood Stabilization.

Mr. PASTOR. Jim, just a short question, if I may.

Have you determined already the 20 competitive sites that you would direct this money to?

Secretary DONOVAN. We have not. And even the idea that it would be 20 is not set at this point. We would obviously be willing to work closely with the Committee to try to shape this in terms of eligibility and need. With Neighborhood Stabilization written in the legislation was a series of criteria for targeting that money, so we would love to work with you on how exactly to target it.

Mr. PASTOR. Thank you, Mr. Chairman.

Mr. LATHAM. Do you have any communities in mind, Mr. Pastor?

Mr. PASTOR. Well, there are about three or four.

Mr. LATHAM. Ms. Granger.

Ms. GRANGER. Thank you.

I would like to talk to you about the Sustainable Community Investment grant program. One of my constituents in North Texas, the North Central Texas Council of Governments, is currently using a grant award to address regional development planning issues, especially as they relate to Fort Worth and Tarrant County. The Livable Military Communities project will help develop a comprehensive plan for local planning issues. We have a large base that is based in a small city, and they do not have the staff and the funds to do it effectively. So I would like to know how this type of work will be continued beyond the grants that were issued in the previous year, particularly in areas that did not receive a Sustainable Community grant. And it is my understanding this program will include grant funding for implementation costs related to recommendations by the grant recipients. What criteria will HUD be using in prioritizing communities that will undertake in these planning efforts?

REGIONAL PLANNING ISSUES

Secretary DONOVAN. So first of all, I would just say we are very encouraged by the work that is being done in your district on this. It is exactly the kind of regional focus we like to see. And the idea that it is focused on a local issue of great importance—not just to you, to the community—but to make the community a better place for military families to allow them not just to lower their housing costs but also to lower their transportation costs and create neighborhoods that are going to provide more jobs for the community. So I think it is a great example of what we are trying to achieve with this effort.

Specifically, what we are proposing is \$75 million. And one of the changes we are proposing this year based on feedback from the Committee is to, going forward, focus more on requiring implementation strategies so that we know these plans are not going to sit on a shelf but they are actually going to move toward implementation. Obviously, if we do not get funding—the last two years we have not gotten funding for these planning grants—we are not going to be able to do that going forward. So obviously getting that done. We also are going to require a greater focus on job creation and economic development going forward. I think the example in your district has done that but we want to make sure that all of the grants are maximizing job creation.

The other thing I would say that is important here specifically for your community, one of the things that we are working on is a preferred status for communities that have won these planning and implementation grants, to be able to get access to the funding they need for implementation. In other words, if what is necessary to carry this out would be infrastructure investment, whether it is through bus, rapid transit, road repairs or construction, we would create a preference in the Transportation Department, HUD, and other funding programs so that this grantee would be able to come in and get a head start, if you will, on the implementation funding that is necessary. That is something we have already started in HUD programs, and we will be rolling out soon with the Department of Transportation, EPA, and other infrastructure agencies, that effort.

Ms. GRANGER. Good. Because you are right. They will just sit on a shelf and not be used.

Let me ask another question about this program. In your agency request you have the Sustainable Communities Investment program relocated to the Office of Economic Resilience. Can you explain the reasoning for the move?

SUSTAINABLE COMMUNITIES INVESTMENT PROGRAM

Secretary DONOVAN. This is directly based on conversations that we have had with this Committee. One of the concerns that we heard is how does this really work with the main block grant programs? And so one of the things we are requiring of grantees is that they have some skin in the game by bringing not just their community development block grant and home funding, but also bringing private capital. We also felt that by bringing these together, frankly, we would create a more efficient organizational structure and potentially save dollars within HUD's budget by consolidating the program. The change in name is really focused on this emphasis on job creation; that every one of these plans has to demonstrate clearly where the job creation and the savings are that it is producing.

Ms. GRANGER. Good. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Ms. Granger.

Ms. Lowey.

Ms. LOWEY. Thank you, Mr. Chairman. Thank you, Mr. Secretary.

Under the supplemental, grantees must abide by a 24-month expenditure deadline for federal grants on critical recovery and Mezoian C projects. Considering the depletion of resources across the executive branch because of the sequester and the environmental reviews and regulatory requirements that must be met before construction begins, I am extremely concerned that some of the big infrastructure projects, such as housing development, subway repairs, water treatment plants, will not be built or will be built poorly to meet the deadline.

Now, you are the leader of the Sandy Task Force. I would be interested to know if you are planning to work with OMB to grant waivers since this is an issue shared by a number of departments. CDBG funds are also subject to this 24-month expenditure deadline. How are you going to work with grantees to structure the re-

lease of CDBG funds so that projects which will take longer than two years will be undertaken by the grantee? And can you deal with this issue by granting waivers or is congressional action necessary to fully resolve this issue? But it is a real problem that has been brought to my attention.

24-MONTH EXPENDITURE DEADLINE

Secretary DONOVAN. So first of all, the short answer is yes, we have the authority to grant waivers, and we do not need Congress to further act to be able to do that. What I would say overall, and this is shaped very much by my experience on the Gulf Coast. As you know, HUD has been deeply involved in the recovery of the Gulf Coast from Katrina and from other hurricanes—Ike, Gustav, et cetera. And you know, frankly, in too many cases we have seen that the money has not moved quickly enough to help people recover, and there has not been sufficient urgency and discipline imposed by the Federal government on doing that.

So we felt strongly, and we worked with Congress. For the first time ever there is this 24-month requirement in there, and I was a supporter of that. And we have seen through our experience in the Recovery Act that by setting deadlines, holding grantees' feet to the fire, we actually do get better performance. And most importantly, quickly help to families and communities.

Having said that, you are absolutely right that there are certain types of projects, large-scale infrastructure, resilience, mitigation projects, that will not be able to meet a 24-month deadlines. We have begun a detailed process with OMB and the grantees to look at certain types of investments and to create a waiver process that would allow not, you know, with a lot of red tape, but up front here are the categories where we are going to be willing to waive it and to allow agencies and grantees to come in and have sort of preapproved authority if certain conditions are met for those to go beyond the 24 months and to establish more reasonable deadlines for those kind of projects. But we do believe that the large majority of projects—housing redevelopment, rebuilding small businesses, getting boardwalk back on the shore—all of these are types of projects where we ought to be able to meet the 24-month deadline. And for the ones where we should be able to, we will keep that timeline.

Ms. LOWEY. Thank you very much. Thank you, Mr. Chairman.

Mr. LATHAM. The gentleman from Oklahoma, Mr. Cole.

Mr. COLE. Thank you, Mr. Chairman.

First, by my personal privilege, we have the mayor of Lawton, Oklahoma standing up back there. That is my second largest city and fourth largest in the state of Oklahoma, home of the Field Artillery, and civic leaders in Tulsa where my colleague, Chairman Granger visited to be honored by the Comanche Nation for her work on their—the Navajos think they were the first code talkers but it was really the Comanches. Kay helped get that straightened out, so she was honored.

Mr. PASTOR. There is still debate on that.

Mr. COLE. Pardon?

Mr. PASTOR. There is still debate on that.

Mr. COLE. Well, not really. I will let you take that up personally with the Comanches.

If I could, Mr. Secretary, and I am new to this Committee and I wanted to bring up a couple of matters related to Indian housing questions that I have. Years ago, before I was in Congress, I sat on a bank board, a tribally-owned bank, and probably is the largest single originator of Section 184 Loans for Native Americans, not just in Oklahoma but really all across Indian country. And they tell me that there has been—they have twice had funds cut off in the last few years where we basically just ran out of money with almost no notice whatsoever and they had a lot of loans in process. Literally, people who had left their homes, you know, counting on getting—this had been preapproved but we just ran out of money and they had no notification and no ability to help people that they might have kept where they were at. So this has been a matter of a great deal of concern to them.

Can you tell me, are you aware of the problem and what, if anything, are we doing to make sure that does not happen again?

CREDIT SUBSIDY SHORTFALL

Secretary DONOVAN. Absolutely. And this is a challenge we have in a number of our loan programs, not just the 184 program. But basically what happened was that we have, through the appropriations bill, credit, subsidy, and commitment limits for how much business basically we can do in each of these programs. The amount of business that we had during the first months of this year exceeded our expectations and basically at the end of February we ran out of credit—so-called credit subsidy. And there was about a month where we could not approve new commitments. We went ahead and closed ones that we had already authorized, but we could not do new ones. We worked with the Committee to, in the continuing resolution, get an anomaly that added, I think, \$12 million in new credit subsidy that it would allow us to move forward, and we do believe that is sufficient for the rest of the year.

Mr. COLE. That helped, but had we not had a CR, which was just, you know, we were sort of fortunate that that vehicle was coming along, you know, we would have left a lot of people hanging.

Secretary DONOVAN. Honestly, we have had this experience in our other programs in the past where we have had to get stand-alone legislation done. And I would say if we do not get standalone legislation for our multifamily and health care programs, we are going to have the same exact problem in mid-August. And here is what concerns me the most about this. That is a \$5 billion increase, not in credit subsidy but in commitment authority for our multifamily programs. If we do not get that, we think we will lose 22,000 jobs that are being created by these new either hospitals, multifamily developments. We also would have fewer refinances that would happen. These are making—because of record low interest rates they are making our fund safer for the taxpayer by doing the refinancing. And on the multifamily programs we actually make money. So there is \$200 million that the taxpayer would lose out on if we had to shut down those programs in mid-August. So this is not something that is unique to the Section 184 program.

It is something that we have in the past been able to work well with Congress on, but obviously, getting that legislation through, as you said on the CR, was absolutely critical. And we are going to have the same challenge going forward on our multifamily and health care programs later this year if we do not get legislative relief.

Mr. COLE. Well, I would like to work with you on that, and frankly see what we can do to maybe be a little bit more precise in our estimates so that, again, we can get the lender a little bit of advanced notice because we literally had a lot of families that were adversely impacted, you know, not deliberately by the lender. They are the point of contact so they take the grief.

Secretary DONOVAN. I completely understand.

Mr. COLE. Okay. I will yield back, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Cole.

Mr. Quigley.

Mr. QUIGLEY. Thank you, Mr. Chairman. Good morning, Mr. Secretary.

Secretary DONOVAN. Good morning.

Mr. QUIGLEY. Secretary, as you know, a lot of the agencies and foundations, organizations that deal with HIV/AIDS are in my district. Many of them are concerned about is the Department looking or considering consolidating HOPWA into the Homeless Assistance program? Whenever something like this happens there is a concern that the Agency loses focus or initiative or emphasis on that particular issue. Can you run through the Agency's thinking about this and where that process is?

COMBINING HOPWA AND HOMELESS ASSISTANCE PROGRAM

Secretary DONOVAN. And let me be very clear, Congressman. What I am talking about here is the staffing and oversight of the program within HUD; not the programmatic dollars themselves. We have proposed in the 2014 budget to fully fund the HOPWA program. In fact, every year in very difficult fiscal circumstances, the president has proposed full funding for the HOPWA program, and he will continue to defend the program as a very important investment.

But we are planning to move forward with bringing together the staffing for the HOPWA program with our other special needs housing programs. Part of that, frankly, is just the fiscal challenges that we have under sequestration, and we have to look for efficiencies everywhere we can.

But there is also a programmatic reason to do that. As the epidemic has evolved, what we have seen is that more and more people that are struggling with HIV and AIDS are also folk who are at imminent risk or are actually already homeless. And what we want to do is find ways that we can better align these investments. Again, we are not proposing to consolidate the programs, but we are looking to better align the work that is being done on the ground with families and individuals with HIV and AIDS with the work that we are doing around homelessness. And we think we will actually get better results by doing that programmatically, and that is one of the reasons, along with the fiscal challenge we have, to try to align the staffing and the oversight of these programs.

Mr. QUIGLEY. Now, as Cook County commissioner I learned all too well how important housing was for the care issues for people with HIV/AIDS.

Secretary DONOVAN. Absolutely.

Mr. QUIGLEY. And I would be glad to work with you to maintain those efforts.

In your testimony you mentioned loan limits, a particular area of frustration for me because I understand the concept. I understand why they were there. But what I appreciate your help with is the fact that the borders, the boundaries are not in particular accordance with the financial reality. So sometimes an area will be skewed far below what it should be, dramatically hurting housing possibilities in that area, and hurting the housing market. So as a result, conforming loan limits in parts of a district like mine are far below where they should be and it curtails activity. Could you comment on that or what we can do to try to at least address some of those issues?

RAISE FHA LOAN LIMITS

Secretary DONOVAN. Yes. So I do believe, the Administration believes, as I said in my testimony, that we have to continue to find ways to shrink the government's footprint. We made progress on that. FHA's market share has been shrinking. It is back to roughly where it was in 2000. But we still have further steps that we need to take on that front. And ultimately, we believe that Congress ought to allow FHA's loan limits to go back to the level that they were before the HERA legislation raised them to about \$730,000 in some places.

Having said that, I recognize that that is a national question; that there are particular districts where the boundaries of how we set loan limits are not particularly aligned with the realities of the housing market. I saw this in New York City, and often we are going on metropolitan scale decisions. So what I would suggest is we would be happy to follow up with you and have specific conversations about the areas that you are concerned about and to see whether there is something that we can do to better align the boundaries that we work with with the realities of the housing market.

Mr. QUIGLEY. And I appreciate that.

In closing, Mr. Chairman, what I have learned here in just a short period of time on this Committee is that secretaries have a way of reminding us that a lot of this bad legislation is our fault. I get it. But there are some things, and I think you just pointed to one of them, where the secretaries can act unilaterally and change some of this that is creating a hardship.

Secretary DONOVAN. On the specific boundaries, we do have some—not complete flexibility, but I do have some, and we ought to talk about that.

Mr. QUIGLEY. Very good. Thank you.

Mr. LATHAM. The gentleman's time has expired. I do not know if you have anything to do with the bridge in Washington, but if we could have Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. He is going to dodge that subject today.

Mr. LATHAM. Ms. Herrera Beutler is recognized.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman.

I actually wanted to kind of go back to the last part of the answer you gave to Mr. Cole, because that was something I have been hearing a lot about was the commitment authority and concerns, whether it is hospitals or multifamily housing, that the commitment authority is going to be insufficient.

I guess I did not understand that that is something you may have known about prior to this CR, but this is something we need to fix. You cannot just start in the middle of something like this significant and then, oh, we ran out of money, especially considering, from what I understand, that the program kind of covers itself, at least as far as the multifamily housing piece is concerned. Can you speak to that a little bit more?

INCREASE COMMITMENT AUTHORITY

Secretary DONOVAN. It does. And even just that extra—currently, we have \$25 billion in commitment authority. We are asking to go up to \$30 billion, just that extra \$500 million—that extra \$5 billion, sorry, in commitment authority would return about \$200 million to the Federal government. So the new loans, we think the sort of profits, if you will, on those are about \$200 million.

Ms. HERRERA BEUTLER. So for the extra \$5 billion in authority you will get another \$200 million?

Secretary DONOVAN. We would earn for the taxpayer about \$200 million.

And I will say, this is something that we did try to get into the CR. I think there are broader concerns that stopped it around this issue I just raised of what is the government's footprint, should we be shrinking FHA's footprint? As you have heard, I do believe over the longer term that we should do that. I think this is the wrong way to do it by stopping us. These are literally projects ready to go. Shovel-ready as they say. And we are talking about 22,000 jobs that would not be created just with that \$5 billion in commitment authority.

And I would also say this is not an issue that only affects particular districts. One thing I would point to, critical access hospitals in rural areas are a substantial part of our investment in our hospital program. Small multifamily properties are often the beneficiary. We know in Ms. Granger's district, for example, Texas is a place that is significantly dependent on investments from this program.

Ms. HERRERA BEUTLER. So if it were not an anomaly and it was standalone legislation or the idea of it, would it then bag a zero or negative—I mean, would it have a negligible CBO score? Can you guesstimate on that?

Secretary DONOVAN. The score would be positive because of the money that we are making on these new loans.

Ms. HERRERA BEUTLER. Wow.

Secretary DONOVAN. So, now, I am not sure that it would be scored and we would have to work, but if it is scored by CBO it would have a positive score because it does return.

Ms. HERRERA BEUTLER. And it is not that the commitment—it is not that these things are going to be built, it is the commitment authority. It is not that they have not been—

Secretary DONOVAN. All this says—

Ms. HERRERA BEUTLER. It is in the pipeline already; is that—am I understanding that right?

Secretary DONOVAN. Working in the pipeline, we are well along. They have presented architectural plans to us. They have negotiated with their contractor. I mean, these are not sort of glimmers in the eye of developers going forward.

Ms. HERRERA BEUTLER. It is process across country?

Secretary DONOVAN. Real projects. We could show you the holes in the ground. We could show you the plans. We could, you know, you can meet the contractors that are ready to have plumbers and other folks start on the jobs. And it is 22,000 of them.

Ms. HERRERA BEUTLER. That is a pretty big deal.

Can I switch topics on you? I think I still have a little bit of time.

Section 8 project-based Rental Assistance Program. I have no idea. Everybody keeps using the section and law where everything is from. I am not that good yet.

The budget proposal indicates that \$10.2 billion requests will enable the 12 months of funding, but I have been told, and we keep hearing, whether it is sequestration or flat funding for our fiscal year 2013, we are actually short what is expected. Can you tell us if the \$10.2 billion request for 2014 will actually fund the contracts for a full 12 months?

PBRA SHORTFALL

Secretary DONOVAN. It is sufficient to fully fund these project-based rental assistance contracts. And I want to be clear. This is over a million apartments around the country, a million families. It is sufficient assuming that the president's budget proposal, which is what this is part of, obviously, is adopted. And so to be clear, the president has proposed a way to reverse sequestration while still reducing our overall budget by \$1.8 trillion. If sequestration remains, we will be, even with our request, \$1.2 billion short in this project-based rental assistance account in 2014. What that means is that we would have to short-fund contracts. There would not be sufficient money for a full year of funding. And that is something that we are very concerned about.

Ms. HERRERA BEUTLER. My time is up. We will circle back around. Thank you.

Mr. LATHAM. Mr. Ryan.

Mr. RYAN. Thank you, Mr. Chairman. Mr. Secretary, good to see you again.

Secretary DONOVAN. You, too.

Mr. RYAN. I will try to get through a couple questions here.

Hardest hit funds? I am working with Congressman Joyce and Congresswoman Kaptur about trying to see how some of these funds can be used for demolition. How do you feel about that?

DEMOLITIONS AND TARP FUNDS

Secretary DONOVAN. I am well aware of these efforts. We have actually hosted meetings at the White House between HUD, Treasury, the National Economic Council. And I am fully supportive of that flexibility. Ultimately, this is a legal question of what can—the hardest hit funds, they are part of TARP. What they can be

used for. And so we are working actively to try to be as creative as we can in terms of how these could be used.

Mr. RYAN. Great. Okay. We will look forward to working with you on that.

Secretary DONOVAN. I would also say that the Neighborhood Stabilization Initiative that we have proposed as part of CDBG would give significant ability to be able to do demolition, to fund land banks, to do other things that I know are of particular importance to you and to others on the Committee.

Mr. RYAN. Yeah. I mean, we have had some success with a lot of this.

Secretary DONOVAN. A great deal of success.

Mr. RYAN. In Northeast Ohio, and I think that was the original intent, was the older industrial cities, that have a lot going on. It is just amazing. You know, I use the example all the time in Cleveland, which is not necessarily my district, but you have the Cleveland Clinic. It is one of the best health care, you know, operations going in the world. And one block outside of it is the poorest neighborhood in the country. And some of these programs have been really successful.

I just want to ask you one other question or make a comment. The Neighborhood Stabilization, we had an issue in Youngstown because when the formula was written it was for folk who had been affected through the housing crisis in the last few years. Some of these older communities, like Youngstown and Akron and Cleveland and some of these others, we have had chronic foreclosure issues since the collapse of the steel industry. So there was a process there where we were not necessarily qualifying for some of the grant money and it became harder and more hurdles for us to jump over. So I just want to get that on your radar screen as you are going through some of these other programs and ideas to make sure that we are not locking out communities that have had these chronic issues. Because, as I said, there are a lot of very positive things going on.

And as we are trying to lure—and that is why I just love a lot of what you are doing and what the president is pushing—we are in the process now of luring young people back to these communities that left 20, 30 years ago—maybe they are not as young as I think I am still—that want to come back and now they are seeing downtown revitalization. They are seeing a lot of the dilapidated homes go down. And that is why I think the work you are doing is very, very important, and part of an overall comprehensive economic development agenda that local communities like ours can tap into. We have got the Additive Manufacturing Institute that the president is pushing these 15 innovations in, so that is in Youngstown. Plus the Neighborhood Stabilization we are starting to begin to piece together. That is why I think these are great programs that the more they get ramped up, the more economic development is going to happen in one of the older industrial cities that lifts everybody up in the process. So I want to thank you for that.

Question on the promise zones. Can you just mention about them? I am sorry I came in late, but if you could just talk about those for a second. And again, I wanted to make sure that with the promise zones, places like Youngstown and Akron do not somehow

locked out because the formula is not written the way we would be able to benefit from.

Secretary DONOVAN. So I would say on both these—Neighborhood Stabilization, as well as the promise zones—we want to work close with the Committee. The ranking member mentioned this as well. How exactly we set the formulas are based on legislative language in the Appropriations Act. So we want to work closely with you to make sure we get that right.

PROMISE ZONES

Let me talk for a moment just about the promise zones. This is something the president talked about in the state of the union address. It is something we all believe in the administration is deeply important. And I want to be clear. This is not a new program; this is taking the work that we did in the first term at HUD, Department of Education, at Justice, Health and Human Services—that is focused on our most challenged neighborhoods and is proposing to significantly increase those investments for the work we are doing at HUD, a Choice Neighborhoods investment up to \$400 million. Focusing things like Neighborhood Stabilization into those communities. Focusing the work that we are doing through our rental assistance demonstration in those communities.

But I would also say one of the things that we have learned in talking to mayors and others in community organizations, businesses in these communities, is that too often these programs can be, you know, siloed and, well, one department does not know what the other department is doing on these. So the idea of promise zones is to link all of these together and to have a single federal team on the ground in these communities, working to make sure that we coordinate and improve the way these investments are being made together, both in urban and rural communities.

USDA is deeply involved through their strike force effort to make sure that we are doing it in rural communities as well. And we would have a set-aside for rural communities as well.

Mr. RYAN. If I could just mention in 10 seconds that having Ag involved, too, in the urban programs, because the urban Ag people are jonesing to get more urban Ag in their communities, and it ties into edible classrooms and a more comprehensive plan. So thank you.

Thank you, Mr. Chairman.

Secretary DONOVAN. Thank you.

Mr. LATHAM. Thank you, Mr. Ryan.

We have completed the first round here, but I want to go back to the indefinite authority with Treasury, the \$943 million. And I think that estimate was February, that that is what the number was going to be. And the actual amount you will need I guess will be determined September 30th. What chance is there of it being less than that? Or do we know?

LOAN VALUE ESTIMATE

Secretary DONOVAN. I wish I had a crystal ball on that. What I can tell you, last year, as you remember, Mr. Chairman, we did have a negative estimate in the budget, about just under \$700 million. And we were able to end the year with about a \$3 billion sur-

plus. Part of this is just loan volume. And honestly, I cannot tell you whether we are going to exceed our loan value estimate. Part of it is the improvements that we are making, not just through premium increases but other steps that could help us there as well.

I would say that the \$943 million was our best guess, our best estimate at that point, and I am—honestly, I am concerned without putting a percentage chance on it, that we will need to draw at the end of the year, given what we know at this point. But I am also not going to give up until, you know, a day before the end of the fiscal year because I do want to make sure we are doing everything we can. And these legislative proposals that we have are a piece of what we can do to make sure we minimize the chances.

Mr. LATHAM. Okay. Getting back to HECM, you mentioned that you would like the authority to issue mortgaging letters; to undertake several reforms at HECM as soon as possible, such as restricting lump sum payments and requiring financial assessments and requiring borrowers to escrow taxes and insurance. In the meantime, HUD would implement a full rulemaking process on the issues.

Have you begun that rulemaking process? When do you plan to publish the Notice of Proposed Rulemaking?

HECM REFORMS

Secretary DONOVAN. Obviously, we would prefer not to have to do the full rulemaking, but we have begun drafting the details. July, we would be prepared to formally begin the rulemaking process if necessary, but I also want to be clear. We have taken a series of steps, even short of the rulemaking; instituted new counseling procedures; new steps on taxes and insurance, even though we cannot currently require the escrow without the rulemaking. They have, both in our counseling and our work with lenders, made sure that they are more focused on this and the way that they are managing those. So there is a range of steps that we can and have taken. And, in fact, we have seen better performance. We have cut the faults about in half for the 2011 too on an applies to applies basis. So we do think that some of those steps we have taken are having a positive effect. But that does not short circuit the need for this authority to do the changes without full notice and comment rulemaking.

Mr. LATHAM. When did you become aware of the problems with HECM? I will ask that first.

Secretary DONOVAN. So we had concerns right from the beginning of the administration, which is why we put together this Saver program. We were hopeful that we would see a more substantial shift than we did. Part of the problem, again, not to get in the weeds, is Fannie Mae stopped providing a secondary market outlet for the reverse mortgage programs, which meant that we ended up seeing a lot more of the fixed rate, full draw program, which is the problem. And the other thing I will say, this is a program that is more sensitive to what is happening with home prices than any of our other programs. And so a bit of this was we expected to see home prices begin to recover earlier. When that did not happen it produced a much more negative effect on reverse mortgage.

Mr. LATHAM. Explain why.

Secretary DONOVAN. Because these are mortgages that tend to last much longer, and they are also based on the value of the home. The recoveries are based more on the value of home than the ability to pay. It is a reverse mortgage, and so it is not about the ability to pay. It is really all about the home value.

And therefore, when you see the substantial changes in home prices that we saw, it tends to drive losses as a percentage much higher on the reverse mortgage program than you would on the other programs.

Mr. LATHAM. Have you foreclosed on any individuals?

Secretary DONOVAN. Unfortunately, we have. I do not have the numbers right in front of me. I would be happy to get you—I think it is something north of 1,000. And a lot of this is related to property taxes and insurance. It is why this escrow proposal is absolutely critical. And look, these are enormously difficult decisions to make—1,200 is the number of foreclosures that we have seen.

Mr. LATHAM. All right.

Secretary DONOVAN. We have also, counsel, this is one of the reasons why our counseling programs are so important; there is no other source of funding for counseling for reverse mortgages other than HUD's counseling budget. We are proposing a \$10 million increase in that budget to \$55 million because we do think particularly for HECM, it is incredibly important that we have adequate counseling as seniors who are making these decisions.

Mr. LATHAM. Thank you.

Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman.

Mr. Secretary, about a month ago we had the IG and GAO in an Oversight meeting talking about some of the issues that HUD was being confronted with. And one of the issues was your computer system and I guess if I was to summarize it—old, outdated, ineffective system, software, needs to be modernized. And so the inefficiencies are there. And so reports that are needed or recordkeeping is probably not at its best. I am sure probably you have been told that that seems to be the assessment by your own people.

Secretary DONOVAN. Not just told; I have seen it myself.

Mr. PASTOR. What are you doing in terms of bringing the system up so that your efficiencies are increased, modernization is occurring?

IMPROVEMENTS TO HUD'S COMPUTER SYSTEMS

Secretary DONOVAN. First off, I would say as the new ranking member on this Committee, I have been very pleased with the partnership that we have had with this Committee to invest through our Transformation Initiative and our working capital fund in technology. I am a big believer that we can do a lot better on this front, and I think we have begun to make some real strides.

Just to give you a few examples, our FHA Transformation Initiatives are really bearing fruit. We are on schedule, on budget with those efforts. One of the things that we have just introduced this past quarter is new automated ways to approve and monitor FHA lenders. Significantly can lower our costs and improve recoveries for the taxpayer. We are working very hard. We have put in place

a new automated procurement system that is a substantial improvement over what we were doing before. We have a next generation management system for our voucher program.

We are also, I will tell you, looking at places that we can outsource. We are looking at our financial systems. We felt that the prior program that would have remade our whole financial systems with essentially a new system. We took another look at it and decided that is not the way to go; we can save more money and do this more quickly by perhaps outsourcing to another government agency that already has the capacity to do this. So there is a range of different ways that we are looking at this. And I have been very pleased with the partnership on it.

The other thing I would say is we just have too many systems. And so we have set a specific goal for next year to reduce the number of systems we have at HUD by 10 percent as a first step towards further consolidation going forward. So those are a few examples of what I think is improvement. And if you talk to GAO and the IG, I think they would agree that we are making progress on this but we have got a long way to go to get to the place we need to be.

Mr. PASTOR. How would you define "a long way"?

Secretary DONOVAN. I think it depends on which of these systems, but we have what are essentially plans that by the end of this second term we ought to be in a much better place. So my long-term vision is four years.

Mr. PASTOR. This is cyber security week here at the House, and one of the problems that we will be discussing is privacy and within your system you have a lot of personal data of the people you are assisting at Housing.

Secretary DONOVAN. Absolutely.

Mr. PASTOR. And loans. You have all that information. And everybody thinks that cyber security only concerns terrorist acts and that type of—the need for that type of security. But in many cases it is just people who are hacking and wanted to have information and just are challenged by systems. As you design your systems and you modernize and all that, what are you doing? Just make sure that the privacy of the clients is being secured.

CYBER SECURITY

Secretary DONOVAN. It is a great question. It is both privacy of the folks that we serve. Obviously, we are looking at their incomes. There are a whole range of information that is very private. Their health status in many cases. But also HUD employees as well. And protecting that information.

This is something that my deputy secretary has really taken on as an agency-wide project. We put in place specific plans to protect either by removing, for example, social security numbers and other information that we collected but did not need, or where we do need that information to ensure that it is encrypted and protected. We are about 90 percent of the way through those plans, and we expect that by the end of the fiscal year we will be 100 percent complete on instituting those plans. We will be happy to work with you given your experience on your other Committees. Happy to work with you in more detail about the specifics of those.

Mr. LATHAM. Thank you, Mr. Pastor.

Ms. Granger.

Ms. GRANGER. I just have one short question. It has to do with the Transformation Initiative. Do you think you will need authorizing legislation on some of the changes you are making?

IT FUNDING

Secretary DONOVAN. This is something we have worked well with the Committee on. We do not think it is separate authorizing legislation. What I would say—and this has been I think the essence of the sort of conversation debate we have had with the Committee—we have proposed consistently to build some flexibility into the Transformation Initiative by saying allow us to use up to a half a percent of a range of programs to do this, and in response there is often concern, well, we do not want to take away money from those programs. And so it has tended to be a hard dollar number.

What I would say is many of the things that we work on, whether it is with the housing market—disasters is another very good example—you cannot plan for exactly what is going to happen in those. And as an example, in Texas we have had significant back and forth in work with the state land office around making sure that we are getting disaster relief from Ike and Gustav to the right places.

We would not have known at the beginning of the year that we had those needs, before the disaster struck, but I think if you go ask the state they would say the technical assistance we have been able to provide through the transformation issue has been enormously beneficial, and frankly is going to save a ton of money on the backend because we are going to make better choices on how we are using that money. And it is going to be used faster and more effectively.

So I would just urge that as the Committee considers our request on the transformation issue, it is not just the amount of money but the ability to continue to make changes during the year. We are obviously going to come back in our operating plan to get your concurrence and to work with you on that, but if we lock it in at the beginning that it can only be X amount and we do not have the flexibility to move between accounts during the year. It hurts our ability to respond to things like Gustav and Ike in Texas.

Ms. GRANGER. Thank you.

Mr. LATHAM. Thank you, Ms. Granger.

Mr. RYAN. Thank you, Mr. Chairman.

I would just like to maybe dig a little deeper on the urban farming approach within the administration. So if you could just talk about that emphasis within your department and how it is going and what your new plans are, and maybe how it fits into the promise zones in urban areas.

URBAN FARMING INITIATIVE

Secretary DONOVAN. Yeah. This is something that we have done a significant amount of work on in partnership with USDA and also some other agencies. I would say that the Neighborhood Stabilization effort has been one particular way that we have really been able to support the initiative. Obviously, creating contiguous

parcels where you can do urban farming is a key piece of this. There is often from my experience also there can be environmental clean up or other costs associated with it or building these gardens in a way that has a specific way of protecting whatever has grown from any contaminants that might have been in the soil. And so Neighborhood Stabilization has been a very flexible tool to do the demolition, combined with CDBG and some other funding sources.

The other thing I would say though that probably does not get as much attention is the work that we have done in what we are proposing to call our Office of Economic Resilience to do planning that would connect. We have seen a number of grantees who believe, as you do, that this is a big source of opportunity for jobs. In communities where frankly population density has shrunk over decades, and to do planning that would connect, well, who are actually going to be producing this? Who are the farmers and other networks that you can connect to? And also, what are the distribution channels for this food? Because obviously growing it, producing it is one thing but where it is actually sold, creating the connections, whether it is to local markets or more broadly to regional distribution networks is a very important part.

And one of the things that is unique about these planning and implementation grants is they really do create regional—and CDBG does not do this, right? CDBG goes to individual communities. There is not a source of planning money that is regional. And you know from your own experience the northeast Ohio focus that we have had is multicounty, multi-jurisdiction, and it really is one of the few ways that HUD can fund a regional economic development plan that would include food distribution but might include other key steps around urban farming.

Mr. RYAN. Yeah, no, I think that is really a smart approach and lays the groundwork for the kind of growth that I think can come from it.

Also, within the urban farming initiative, one of the things we are working on now is how do we take, as you are already working with the Department of Agriculture, how do we take some of the subsidies that go to big Ag now, and how do we just take a sliver of those and drive those into co-ops that may be operating in urban areas so that you have wage issues in a lot of these cities where people are maybe making \$30,000 or \$40,000. And I know this is not an Ag hearing, but I think you, in your department, would be instrumental in a program like this to where a family or 10 families or 15 families that participate in a co-op in an urban area that maybe get some subsidies for their family at the end of the year for producing food in a food desert in an urban area and try to get some of that investment back into the urban areas.

So I think all of this can tie together. And with the education program where we are starting edible classrooms, so where these kids can utilize the edible classroom during the school year but then have this urban gardening experience, urban farming experience at the end of the day where you tie in business class to the marketing at the farmers market and on and on and on and on.

But I want to just thank you for your leadership because I think you get this in a way that a lot of people do not. And we would love to just continue to work with you and innovate and do this in

a more creative way. So thank you for everything and your staff have been terrific, too, along the way.

Secretary DONOVAN. I appreciate it. I am married to a landscape architect, so I give her a lot of credit for waking me up about this.

But I would also say that I think the Fresh Food Financing initiative that we have put together as an administration is also a big opportunity here. I am obviously not an expert on the farm bill and those changes but I do think it is also about bringing private capital to these kinds of initiatives. And I think we have done a lot there that we might be able to work with you as well.

Mr. LATHAM. The gentleman's time has expired.

Mr. Cole.

Mr. COLE. Thank you, Mr. Chairman.

I am going to stay on the subject of Indian housing, but move to another area, NAHASDA block grants for tribes. And as I am sure you are aware, we quite often have a lot of unobligated balances out there. I know this Committee has been very concerned about that and appropriately so given how difficult some of the timing or some of the fiscal challenges we have are.

But I am told, and again, I am new to this so I would appreciate being educated, I am told that there are a couple of problems here that lead to this. One is that Indian tribes have a lot of environmental processes and bureaucratic hoops that they have to go through before they can actually get the money. Second, the Department has been sometimes pretty slow in getting the money out to the tribes. I think that the fiscal year 2012 money did not come until like February of 2013, that sort of thing. So can you tell me, one, are there some reforms, some things we need to do in the process to speed this up from your standpoint, make it easier to do this; and second, do the tribes have some sort of unique set of difficulties in actually expending the funds that you make available, which really are the backbone of a lot of tribal housing programs in places that are really very remote and very much in need of what you are doing? So it is not a critical question. I just want to figure out how to make these things work better.

TRIBAL HOUSING BLOCK GRANTS

Secretary DONOVAN. I think it is a combination of issues. And one, I think we should be very clear that we operate with these tribes in a nation-to-nation relationship. And so there is, I think, both legally and programmatically a flexibility that they are afforded and a sort of limitation on what enforcement we might take based on that relationship that is different than our other grantees. And so part of this is where we do have real challenges about performance and other things. How do we work with them? And I think that is one piece of this I would mention that you did not.

But I also would agree part of it is environmental; part of it honestly is just land ownership, for example, is often very complicated on tribal lands. And even I have experienced, you know, frustrations in—I remember meeting a family on one of my tribal visits that the family was trying to buy their mother's home and it had taken over a year to get approval to put a lien on it with the mortgage; right? So there are challenges like that that are not just environmental as well.

And I do think, you know, to say for HUD, there are things that we can and should be doing to speed up our own processes. We have made some progress on that to be able to allocate faster. There have also been lawsuits and other things that have held us back from doing it that we are trying to resolve. But part of this is also—and I think Congresswoman Granger asked about our Transformation Initiative—providing technical assistance to some of the tribes with the largest unexpended balances has been very, very important, both Native Hawaiian is one example where we have had some challenges at the local authority. We are working through that with them. The Navajo tribe, others that we are working with, and we are seeing acceleration of spending, but it is going to take us, given some of those unexpended balances, probably a year or two to work through those.

Mr. COLE. We seem to have a lot of these problem folks in the Southwest regional office. And again, I am not being critical of anybody because I do not know, but is there a bottleneck there or does it just happen to be the concentration of where you have got a lot of obviously large tribal entities?

Secretary DONOVAN. I think it is largely. We do not see differential performance geographically. Such an enormous share of the funding goes into that southwest area.

Mr. COLE. Okay. Last question. I would just ask—I would love to get a brief from your office on just the range of Native American programs that you run and what you are doing because, again, I am new to this Subcommittee and could use the education.

Secretary DONOVAN. NAHASDA is obviously the single largest and most—and it will require reauthorization. So this is obviously the Appropriations Committee, but I would just point out it would be critical to make sure that we get that reauthorization on a timely basis. We also have a proposal to deal with mold in Indian country in the budget this year as part of the Indian Community Development Block Grant. And that is a major health challenge that we have seen among tribes.

Mr. COLE. And I am sure, Chairman, we would never appropriate if the authorizers had not authorized; right?

Mr. PASTOR. Gentleman, would you yield? Mr. Cole?

Mr. COLE. I am out of time, but certainly.

Mr. LATHAM. Go ahead, Mr. Pastor.

Mr. PASTOR. On behalf of the Nation of the original code talkers, we want to thank you for asking this issue. We appreciate it.

Mr. LATHAM. The gentleman's time has expired.

Mr. COLE. Let us just let the—read the Empire of the Summer Moon, and we will let the Comanche—I will send them Blood and Thunder and we will see who is the tougher.

Mr. LATHAM. I seem to have lost control.

Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman.

I wanted to—I will ask for a little bit of a clarification on the end of the last answer and I will reread that question just because I was not totally following it. But I also—let me get this other question in and then let you answer how you choose.

I am very pleased to see HUD is doing the Veterans Assistance—the VASH vouchers. It is Veterans Affairs Supportive Housing

vouchers—there we go—targeting homeless veterans. As you know, the program requires a pretty intense wraparound or service coordination with this population. And I have heard from some of my local housing authorities that because of the administrative fees that have been reduced, and just basically I am having folks tell me it is insufficient. Some housing authorities are returning the VASH vouchers and are not able to administer this program.

How is HUD going to put the VASH program on firmer footing to help achieve the important national goal of ending chronic veteran housing by 2015?

And then, so you can either start with that one or the last part, I did not understand—so I was asking about the \$10.2 request and whether that is short. And I heard no and yes. So I heard \$10.2 will fund it based on what we are expecting the 12-month period to be, but then I also heard—is that contingent on you getting more money? I did not understand that.

IMPACT OF SEQUESTRATION

Secretary DONOVAN. Let me try to be as clear as possible on this.

If sequestration is not reversed, the funding that we have requested for 2014 will be \$1.2 billion short in the project-based—

Ms. HERRERA BEUTLER. So you did not ask for what you are expecting the expenditures to be; you asked for an amount hoping that also there is an addition of the sequestration?

Secretary DONOVAN. All of the president's budget is constructed—he has proposed a way to reverse sequestration. And he believes that we ought to get a resolution this summer, hopefully, that would reverse sequestration and put in place a more balanced deficit reduction plan.

Ms. HERRERA BEUTLER. Okay.

Secretary DONOVAN. So all of the budget, not just HUD's, is based on that assumption.

Ms. HERRERA BEUTLER. The assumption that sequestration is reversed?

Secretary DONOVAN. Is reversed. That is correct. We believe that is the right policy. It is the right direction to go. And I will also say that as we were preparing the budget, it was not clear whether or not sequestration would go into effect. We were still hoping that we would be able to avoid that. So part of this—

Ms. HERRERA BEUTLER. I have got to call you on that one because the budget was almost two months late. I mean, we had dealt with—sequestration had gone into effect, but that—

Secretary DONOVAN. Sequestration was delayed until the end of February.

Ms. HERRERA BEUTLER. And we got the budget—

Secretary DONOVAN. We were deep into preparation for the budget well before then.

Ms. HERRERA BEUTLER. I get that. But by the time we actually got it, sequestration was a known entity. So I do feel a little concerned because who knows? You know as well as I do. We have no idea what is going to happen this summer, so I guess I would say I am a little concerned with having—you made the request that you are going to be doing contracts with private entities and they

are moving forward with Section 8, knowing that it is all contingent on getting additional money in there.

Secretary DONOVAN. I completely agree with you, Congresswoman. And, in fact, I would say this is only one of a huge number of concerns I would have if sequestration is not reversed. Even with changes this Committee made to do an anomaly around our homeless program, we still have 60,000 homeless folks that are likely to be back out on the streets. We have 125,000 families that have vouchers that are likely to lose their housing and be at risk of homelessness. You mentioned—

Ms. HERRERA BEUTLER. I was going to say, now maybe we should segue to the VASH question.

VASH PROGRAM

Secretary DONOVAN. To go to the VASH question—this is, I think, very important because sequestration did not make direct cuts to veterans programs. VASH was fully preserved. The problem is the housing authorities that run those programs depend on fees to be able to basically do the work. And those fees have now been cut below 70 percent. So they are basically receiving two-thirds of what they should be receiving.

Ms. HERRERA BEUTLER. Fees from you all?

Secretary DONOVAN. From HUD to run the Section 8 voucher program. VASH is a form of Section 8 voucher, and we have seen, last year, before sequestration, there were 12 agencies that refused these VASH vouchers.

So just think about it. You are a housing agency whose sole mission is to serve folks with housing. You are saying no to serving homeless veterans; right?

Ms. HERRERA BEUTLER. Because they did not feel like it was sufficient.

Secretary DONOVAN. Because they did not have the money. And that is 12 last year, which is the highest we have ever had before sequestration went into effect. We have had already this year in the first three months, 13 housing authorities turn in their entire voucher programs. Say to us, "We just cannot administer vouchers anymore." And that is only 13 in the first quarter, again, before sequestration went into effect.

Ms. HERRERA BEUTLER. And I apologize.

Secretary DONOVAN. This is one of many enormously harmful effects of sequestration that I am very concerned about. I hope we will talk more about that.

Ms. HERRERA BEUTLER. Thank you.

Mr. LATHAM. Thank you.

Mr. JOYCE. Thank you, Mr. Chairman. And thank you for being here, Secretary.

Secretary DONOVAN. Welcome to the Committee.

Mr. JOYCE. I apologize for being late, and I understand from the copious notes taken by my legislative director that my questions were already answered by Congressman Pastor—asked and answered—and Congressman Ryan. So thank you for your being here.

Secretary DONOVAN. Thank you.

Mr. LATHAM. Mr. Secretary, your budget includes—we talked about Section 8 reform—a number of reforms aimed at reducing

program costs, as well as administrative burdens on public housing authorities which you were just talking about. We saw most of those reforms in last year's budget, and still we have not seen any movement on a reform bill. Will these reforms be part of a larger Section 8 reform effort with the authorizing earlier this year? Or are you looking at fiscal year 2014? Or is it your expectation that we, on the Appropriations Committee, do these reforms?

SECTION 8 REFORM LEGISLATION

Secretary DONOVAN. I hope that is not the path that we need to take. You know that I reached out to you, Mr. Chairman, and Ranking Member, a few days before we released the budget. I also reached out directly to Chairman Hensarling, to the Ranking Member, and also to make sure that I had conversations on the Senate side as well. We are very, very focused on trying to get the Section 8 reform bill done this year within the next two months. And I do think we are making progress on that.

Mr. LATHAM. Where?

Secretary DONOVAN. Excuse me?

Mr. LATHAM. With who?

Secretary DONOVAN. I think both on the Senate Side, Chairman Johnson, and Ranking Member Crapo have shown interest in doing that. I do think, frankly, what has held us up in the past. There have been broad agreement. There have been a couple what I would describe as poison pill types of issues around immigration, around the Moving to Work program as I would describe as small in the overall frame of it that we have not been able to get past. I think we have to be able to try to push. And I think if I could call in your help and the ranking members to emphasize the importance of these changes, we are talking about just from that legislation \$383 million in savings next year.

We have other proposals in the budget that are not in that reform legislation that we could get done just on an appropriations basis that would put us over \$500 million. But that legislation, obviously, is incredibly—

Mr. LATHAM. What can you do without authorization? I mean, are there other reforms?

Secretary DONOVAN. We have been taking steps. And just—

Mr. LATHAM. Regulatory standards?

Secretary DONOVAN. Absolutely. Streamlining simplification that we can do.

And if I can just step back for a second. One of the things that really is most important in driving the costs here are new units. We have about 150,000 new vouchers over the last four years. We have talked about VASH, but lots of this comes from if a public housing development is in terrible condition or a multifamily, we issue vouchers; right? So lots of that growth and cost is really new families that are being served or that may be moving from our other programs.

If you take that out, the growth and costs in rents is really between 2 and 3 percent each year. That is inflation. And the fundamental problem is that incomes have been going up at about 1 percent. So what has happened is not that the costs of the units are going up that quickly; it is really that we are at a time when rents

have continued to rise but people's incomes are not. And so that is meant that HUD's share of the cost has gone up by 3 to 4 percent. And we have very detailed information on this that we would love to share with you.

Mr. LATHAM. So what can you do administratively to solve it?

Secretary DONOVAN. So I will give you an example. We changed the cost increase factor for our project-based programs in a way that significantly reduced the increase in costs. We have begun to take back the reserve balances that are beyond what these buildings need to do renovation and maintenance, and we have reinvested those in other programs. So we have a whole series of changes that we have made administratively. We also believe that energy efficiency is a real opportunity here and we are looking at ways to lower the cost. We spend billions of dollars on utilities each year. Part of it is sub-metering so that residents have the incentive to lower their own utility consumption. Part of it is just smart investments as we are replacing boilers and other things to do high efficiency. Other things like that have an enormous potential to lower our costs in the long run. We will not see as much next year, so legislation can do more next year, but this multiyear can help us significantly. And a lot of that we can do administratively and do not need legislation on.

Mr. LATHAM. Okay. Thank you.

Mr. Pastor.

Mr. PASTOR. I want to follow up on my colleague's question, Ms. Herrera Beutler.

If public housing authorities are turning back vouchers due to sequestration and inability to continue their administrative responsibilities, so that means that next year's renewal baseline, which is based on this year's leasing will really be affected. And as you look to next year and the baseline being affected, it is going to cost some major problems in our whole public housing efforts.

Secretary DONOVAN. Absolutely. And let me try to be specific on the voucher program. We think it is about 125,000 families. Most of that comes from families that are on a waiting list today, would have gotten a voucher over the next few months, and instead are going to end up sitting on that waiting list, maybe becoming homeless depending on what their situation is, but that in some ways is the least visible loss of units because it is a family that is not already in a home that is going to be kicked out.

We do have though 750 housing authorities where even if they completely stop leasing, they are not going to be able to deal with sequestration. And what does that mean they have to do? They literally have to start taking back vouchers from families that are already out looking for apartments. They are going to have folks that are evicted. They are going to have to raise rents for residents.

Let me just give you a few examples. Des Moines has had to already reduce rents, payment standards, and utility allowances to try to meet the 100 folks that it needs to cut off the program. In Congresswoman Granger's district, Fort Worth Housing Authority has pulled back 99 vouchers from families that were already out renting apartments. And they have to get to a total of 200 that will be off the program by the end of the year.

Congresswoman Beutler's Thurston County took away vouchers from 26 families and has to reduce overall leasing by about 150 units. So these are real impacts that are happening as we speak in terms of families that are going to lose housing where their payments they are going to have to make are going to go up so much that they are going to be evicted, end up homeless. These are real impacts that are happening right now.

And over 750 housing authorities is a huge number to have to be dealing with what we know are going to be shortfalls, even if they do not lease a single voucher for the rest of the year.

So sequestration, this kind of blunt, indiscriminate way of cutting the budget is not the right way to approach it.

Mr. PASTOR. So what happens to your baseline for next year? Is this lessened by this number of people now who are not getting vouchers this year?

SEQUESTRATION

Secretary DONOVAN. In some ways it is the opposite effect of what is happening on the project base. The project base, because we have signed contracts with those owners, it increases the need next year. For vouchers, it may decrease it some, but that really depends on what strategies agencies need. Some of them have reserves, for example, that they are using to try to get through this period. If they use reserves and do not lower the number of families served, that means their baseline stays the same. Others that are having, like I mentioned in Thurston County, in Des Moines that are cutting families off the program, there you are going to have a lower baseline next year. But honestly, until we get closer to the end of the year we are not going to know exactly those impacts because housing authorities are still in the process of trying to figure out.

I also would just go back to the fundamental point that we do believe, the president believes there is a different alternative here, which is to put in place a balanced deficit reduction plan, \$1.8 trillion in savings, and reverse sequestration. That would allow us to not have those impacts on the baseline next year. And most importantly, those 125,000 families that are going to lose the help that they need.

Mr. PASTOR. Well, I have to tell you, I agree with my colleagues that if you read today's paper of the probability of having a conference on the two budgets between the House and the Senate, it really has curbed my enthusiasm that this thing is going to happen. And so this summer is going to be very interesting if what you are basing your budget on is—how realistic it is going to be.

Secretary DONOVAN. We do have information. We have been able to sort of run the budget in different ways, and we can provide the Committee information around the sequestration levels and what those impacts are. So it is not like we are—we do not have that information, it is just that this is how the budget is presented and we can get you the alternate ways of looking at it working with you on the specifics.

Mr. LATHAM. Thank the gentleman.

Mr. Cole.

Mr. COLE. I want to pick up on the line of questioning that we are going through right now and just offer an observation and get a response.

I am worried if you are planning on sequester totally going away because that is just politically not likely to happen. And you know, again, I hope there is some sort of larger settlement sometime this summer. I agree with your timing on that. I voted for all those settlements when we have come to large arguments before. But the idea that all of those cuts will disappear and magically move over I think is not likely to occur. I am not going to say fanciful, but pretty close.

So it would be helpful if we had some of those alternative scenarios because I think you are going to likely end up managing with considerably less than your budget projects if it is based on a total restoration of the sequestered money.

And I would give that advice, by the way, to anybody else, not always happily. Because we are having to deal with these same kind of issues in defense and Indian health in a variety of ways. But you know, to think that there are the votes here to get that kind of total restoration I think is very unlikely.

Secretary DONOVAN. As I said, we are doing contingency planning. We do have information that we can work with the Committee on that looks at these alternatives. I mentioned the project-based account. We know that it would be a \$1.2 billion hole and can be clear about what those impacts are. But I do go back to—even if some may say it is unlikely, the president still strongly believes that this is the right path and that we ought to work towards that. And he is not going to give up until the very last day when he can.

Mr. PASTOR. Well, it would be nice to be able to arrive at a deal before the very last day. But I suspect everybody will be giving up something at some point about mid-summer.

I yield back.

Mr. LATHAM. Thank you, gentleman.

Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. I guess I wanted to echo that in thinking about this, you know, I, too, have voted for some of the big deals because I think we need to govern. So I am not coming at this from an unreasonable perspective. But I know you refer to the president's budget as balanced. Does it balance? Does the president's budget balance?

Secretary DONOVAN. It produces \$1.8 trillion in savings, which when you add that to the \$2.5 trillion that we have already produced through other agreements that have been reached over the last few years, gets us to a place that broadly economists, non-partisan economists agree puts our fiscal house in order.

Ms. HERRERA BEUTLER. So it does balance? It comes to balance?

Secretary DONOVAN. The definition for what the president seeks is to get to a place where our debt is under control and where we are on a path to long-term fiscal stability. And he believes strongly that we can do that when everybody does their fair share.

Ms. HERRERA BEUTLER. And I agree with that. I know the talking point that I have heard now from several secretaries is balanced, balanced, balanced. So I know that is part of the descriptor

that has come with the mandate of making these requests on the Hill. I just find it curious that it is a different way. It definitely is his vision, and I respect that that is the direction he is going to go, but it is hard to call something that does not ever actually come into balance, regardless of whether economists think it is good or not—I think there are people who would like it; there are people who do not like it—but it does not actually balance. So I just—as we go into this next phase, as a lawmaker who has demonstrated she is willing to govern and to come together on big deals, I guess I need to understand that you have a plan within HUD for fulfilling those contracts—his budget, our budget aside—I mean, working with what you have in the next six months.

SHORT FUND

Secretary DONOVAN. Let me be as clear as possible about those contracts. We have signed those contracts with private and non-profit owners. We cannot go back on them. And so if Congress does not appropriate the money to be able to pay those contracts, what we will do is short fund them. And that will mean that for contracts expiring later in the year—I think close to 75 percent of them—they will not get 12 months worth of money, and we will have to in the following year come back and put the remaining amount of money on those.

There have been times in the past where we have had to do that. It is not the right way to run a railroad because what it means is that: One, owners will start to get out of the programs and will lose decent affordable housing; two—and this is one of the critical things about our programs. They are deeply connected to the private sector. One of the things that is good about our programs is that they raise and rely on private investment. They rely on the efficiencies of the market, and when there is uncertainty about whether we are able to honor our contracts—

Ms. HERRERA BEUTLER. There are ramifications.

Secretary DONOVAN. That makes it more expensive to run these projects. The interest rates on the loans will go up. The reserves that are required—I used to run an affordable housing lending business—the reserves that are required to do this will go up and it will make these programs—ironically, if we think it is cutting costs, it is actually raising costs.

Ms. HERRERA BEUTLER. And I agree with you that the real implications of short funding a contract are going to cause good partners to get out, which is why I am so focused on making sure—

Secretary DONOVAN. I assure you, Congresswoman, we have a plan to do that. We will be able to deal with it. It is a bad thing and I have every hope that we can work with this Committee to get to a way to resolve this so we do not have to go through those bad things.

Ms. HERRERA BEUTLER. Great. Thank you. I yield back.

Mr. LATHAM. Thank the gentlewoman. I recognize Mr. Dent.

Mr. DENT. Thank you, Mr. Chairman. Mr. Secretary. Thanks for being here today.

Secretary DONOVAN. My pleasure.

Mr. DENT. Obviously, in this difficult fiscal climate we are dealing with some real funding restraints. This Committee has a re-

sponsibility to make some tough decisions in setting those priorities. We will have to continue to balance where our limited federal resources are most effectively and efficiently directed.

Last month, I attended a meeting with Housing and Redevelopment officials from across the country, and I also met with local constituents. One of the concerns I heard throughout those discussions was that while they are struggling to do more with less resources, they are also significantly impacted by increasing administrative burdens and regulatory limitations. Obviously, we have to ensure proper oversight, but many of the PHAs have said to me that it would make a huge difference in managing their budgets if they had more administrative flexibility.

I wanted to highlight two very specific examples. One of my local housing authorities spoke with me about the burden of required energy and Green Physical Needs Assessments (GPNA) program, I guess. Well, this may be a valuable tool for the Department. I am not convinced it provides sufficient return on investment at the local level, and I am very concerned that housing authorities have to divert resources from their core mission of ensuring residents' needs are met. That is the one very specific issue they raised to me.

The second one was, I understand under the Section 8 program authorities have to provide 30 days notice for a rent change. But if they are going to change the payment standard, you know, the maximum monthly housing assistance payment for a family, it requires two years' notice.

Providing housing authorities more flexibility there may be a way that they can stretch limited resources. That was a very specific issue that they had raised with me that they thought could help them as they deal with sequester. That would be extraordinarily helpful to them. And so I think it is really critical that HUD strikes that appropriate balance between minimizing unnecessary burdens on the PHAs while continuing to oversee that these funds are being utilized prudently.

I am interested in hearing what you are doing to evaluate if there are ways you can alleviate some of those particular administrative burdens, particularly during these rough times. But the rent issue was a big deal to many of them.

ADMINISTRATIVE BURDENS

Secretary DONOVAN. So this rent issue is a very tough one because what you are talking about is extremely low income families where even relatively small increases in rent for them could mean eviction or homelessness. And so typically what we do, as you said, is provide significant notice and ability for them to ramp up. And again, to be clear, this is if the Housing Authority is going to make a system-wide change, say everybody is going to be required to pay more.

We do have the authority to waive that in cases where it truly is an emergency. But I will say, we want to use that very sparingly. So what I would suggest, what we do is work with housing authorities. I mentioned the 750 housing authorities we identified that really do have shortfalls, even if they stop leasing. We are prepared in extreme cases to use that authority, but I do not want to

use it where there are other alternatives that could lower costs and not put families at risk. And that is the balance.

Mr. DENT. You do understand that I think many of these communities really want to maximize the number of people who are getting Section 8. That is why they are proposing this. I think, you know, a two-year notice is a lot of time. And if there were greater flexibility it would really help out some folks in places like Lebanon and Dauphin County in Pennsylvania, Lehigh County, Berks, where they have come to me and said—they all seem to agree that this was a proper remedy that would really help them stretch their limited Section 8 dollars to support more people. That is why I am making this request.

Secretary DONOVAN. Again, it is something that we will do where we think it is the right alternative. But understand, we have to be sure that this is not going to hurt lots of families in the interest of helping others. And so we are happy to work with you on that.

On the Green Physical Needs Assessment, we do believe, and we have seen this particularly with larger housing authorities, that this kind of analysis actually saves money in the long run. We understand that because of sequestration it is hard to have the funding to do this right now, and so we are looking at deferring that step as a result of. And we will provide flexibility to housing authorities on that.

Mr. DENT. The communities, at least the housing officials I spoke with at these conferences, were very clear that this is something they wanted.

Secretary DONOVAN. We also, I would add, have a number of proposals, both legislatively and also many things that we are doing beyond the two that you focused on to provide greater flexibility. We proposed in the budget to merge or to allow “fungibility” we call it between the operating and capital fund. That provides lots of flex. And there are many other things that we could provide you information on that we think can help provide greater flexibility right now.

Mr. DENT. Thank you.

Mr. LATHAM. By mutual agreement here I think we are going to close the hearing. I want to thank you again for your great work at the Department and the continued communication. Obviously, we have got some real challenges on the budget. You had your talking points down very well with a balanced approach and all those good things. I have asked other people, if it is so horrible, why did the president propose it and insist on sequestration? But I will not ask you that. We want to continue to work with you and we have got to get reforms so that we can make this work.

Secretary DONOVAN. Agreed.

Mr. LATHAM. Hopefully, if there is anything I can do as far as pushing the authorizers, I would love to do that. It is going to be very difficult over their objections to be able to have any of the reforms in our bill here, in the appropriation bill. Hopefully, there is an appropriation bill this year, rather than what we have seen in the past. But the main thing—Mr. Pastor and I want to continue to work very closely with you.

So with that we will thank you again and we will adjourn the hearing.

[Questions for the record follow:]

Tenant-Based Section 8 Administration

Question: Provide a list of all PHAs that have turned back HUD-VASH vouchers in each of the past 3 fiscal years.

Answer: This is the list of PHAs that turned down new allocations of HUD-VASH vouchers over the past 3 fiscal years (note that FY 2013 is to-date).

	State	PHA name
FY 2010	CA	City of Fairfield
	GA	Atlanta Housing Authority
	GA	Jonesboro Urban Renewal Housing Authority
	PA	Lancaster County Housing Authority
	SC	Housing Authority of Spartanburg
	TX	Texas Dept. of Housing and Community Affairs
FY 2011	FL	Housing Authority of the City of St. Petersburg
	GA	Atlanta Housing Authority
	OH	Akron Metropolitan Housing Authority
	TX	Waco Housing Authority
	TX	Tyler Housing Authority
	WI	Housing Authority of the City of Milwaukee
FY 2012	FL	Northwest Florida Regional Housing Authority
	GA	Georgia Department of Community Affairs
	MA	Worcester Housing Authority
	OH	Cincinnati Metropolitan Housing Authority
	OH	Akron Metropolitan Housing Authority
	OH	Butler Metropolitan Housing Authority
	TX	Housing Authority of Waco
	TX	Beaumont Housing Authority
	TX	Denton Housing Authority
FY 2013	WI	Waukesha Housing Authority
	AR	North Little Rock Housing Authority
	GA	Georgia Residential Finance
	KS	Wichita Housing Authority
	MN	Housing and Redevelopment Authority of St. Cloud, Minnesota
	MN	Otter Tail County Housing and Redevelopment Authority
	OH	Akron Metropolitan Housing Authority
	OH	Butler Metropolitan Housing Authority
	PA	Housing Authority of the City of Erie
	PA	Housing Authority of the County of Lebanon

TN	Jackson Housing Authority
TX	Housing Authority of the City of Waco
VA	Roanoke Redevelopment & Housing Authority
WI	Wausau Community Development Authority
WV	Housing Authority of the City of Martinsburg
WV	Housing Authority of the City of Keyser

Note: We also have one additional PHA, El Paso, who was invited to apply for 2 allocations in FY 2013: 25 vouchers to serve Veterans locally in El Paso, and 15 to serve Veterans at a regional level, in southwest Texas. They accepted the first but **declined the second allocation**, due to reasons related to sequestration and admin fees.

Tenant-Based Section 8 Administration

Question: Provide a list of all PHAs that have terminated or consolidated their tenant-based Section 8 programs in each of the past 3 fiscal years.

Answer: See attached Excel file.



HCV Voluntary
Transfers FY 2010 - F

ICDBG Mold Remediation Program

Question: Is the \$10 million intended to be a separate program from the base ICDBG program?

Answer: Up to \$10 million for Mold Remediation is proposed as a set-aside within the ICDBG account. While decisions about this set-aside have not been finalized, HUD's current plan is to award these funds through a national competition, and as a part of the annual announcement for ICDBG funds.

ICDBG Mold Remediation Program

Question: How would tribes compete for these funds? Would it be a regional competition like ICDBG or a national program?

Answer: No final decisions have been made by HUD on how to award the set-aside funds, but HUD expects that this will be a competitive program included as part of the ICDBG NOFA. The goal would be to award funding on a national basis to ensure that the tribes with the most need receive these funds. Announcing the funds together would also likely lessen the application burden on tribes.

In addition, applications would need to meet ICDBG threshold requirements along with additional criteria for mold, which PIH will formulate in partnership with the Office of Healthy Homes and Lead Hazard Control (OHHLHC). All grants under the set-aside would be restricted to HUD-assisted units and are to be used for mold remediation and related rehab only, either as part of a proposed larger housing rehabilitation or as a stand-alone project. Office of Native American Programs (ONAP) will review the applications in partnership with the OHHLHC.

ICDBG Mold Remediation Program

Question: Are there any opportunities to leverage other Federal resources like the Healthy Homes program at HUD or the Weatherization program at the Department of Energy to maximize the impact of these funds?

Answer: ONAP plans on leveraging the mold expertise in the Healthy Homes program office to ensure that this set-aside has the most impact, partnering to design the program requirements and to evaluating applications from tribes. ONAP strongly encourages tribes to leverage all public and private funding, and plans to assist tribes to make the most of these mold remediation dollars. More specifically, HUD will assist tribes in maximizing these new funds with Indian Housing Block Grant funds, Title VI funds and other federal funds, including funds from the Departments of Energy and Interior, and the Environmental Protection Agency. With proper leverage, HUD believes that tribes can make substantial strides towards remediating the persistent mold problem in Indian housing.

Housing for the Disabled (Section 811)

Question: How has the Melville Act changed the way the Section 811 program operates?

Answer: HUD's Section 811 program provides affordable housing for persons with disabilities. Historically, HUD has provided both capital advances and operating subsidies to non-profit sponsors to construct and manage multifamily housing for low-income persons with disabilities. However, starting in fiscal year 2012, HUD shifted to a new Section 811 Project Rental Assistance program, which provides long-term operating assistance funds to state housing agencies, working in partnership with state health care agencies that have developed methods for identifying, referring, and conducting outreach to a target population of extremely low-income persons with disabilities. These operating assistance funds are used to set aside units for this target population. These units are integrated into affordable housing projects, whose capital costs are funded through Low-Income Housing Tax Credits, HOME funds, or other sources. This allows HUD to rely on the expertise of the state housing agencies to administer the award and on the state health care agencies to identify the most critical population to be served and to guarantee the delivery of appropriate services.

Housing for the Disabled (Section 811)

Question: Is the FY 2014 request level lower due to savings from operational changes or does it reflect a change in the Administration's priorities?

Answer: Given the current fiscal environment, tough decisions had to be made particularly for investments in new or additional rental units. The 2014 Budget proposes \$20 million for expansion of Project Rental Assistance (PRA), \$80 million less than that fiscal year 2013 funding level, to fund operating assistance contracts to support approximately 700 new units through grants to State housing agencies. With Congressional approval, appropriations for PRA may be supplemented by offsetting collections from project residual receipt accounts and reprogramming of recaptured funds, which together may total upwards of \$25 million. While modest, the fiscal year 2014 request builds on the fiscal year 2012 811 PRA Demo, which funded 13 grantees that will produce more than 3,500 units of supportive housing, and approximately \$100 million in fiscal year 2013 appropriations that are expected to fund more than 3,500 additional units.

QUESTIONS FOR THE RECORD FROM CONGRESSMAN QUIGLEY

Mr. Quigley #1

HOPWA Program

Question: We've heard that the Department is looking to consolidate the Housing Opportunities for Persons With AIDS (HOPWA) program into the homeless assistance program. I believe that this move has the potential to hurt the fight against AIDS in this country. We should be increasing the focus, not decreasing it. We are getting closer and closer to an AIDS Free Generation, and housing plays a huge part in that. Can you explain the department's thinking behind the potential consolidation?

Answer: Yes, as I mentioned in my appearance before the Committee in April, the planned action is about staffing and oversight of the program within HUD, not the programmatic dollars themselves. The 2014 Budget provides \$332 million for the HOPWA program, and HUD continues to support and defend the program as an important investment. To help address the fiscal challenges presented by sequestration and for programmatic improvement reasons, the Department is planning to move forward with bringing together the staffing for the HOPWA program with its other special needs housing programs. As the epidemic has evolved, more and more people are struggling with HIV and AIDS who are also at imminent risk or are actually already homeless.

In an effort to more effectively leverage funding, the Department is seeking to establish greater integration of HOPWA program activities that complement HUD's efforts to prevent and end homelessness through Continuum of Care coordinated planning, centralized intake and assessment, and use of Homeless Management Information Systems (HMIS). This integration will better align the work that is being done on the ground with families and individuals with HIV and AIDS and the work that HUD is doing around homelessness. Organizationally, HUD is proposing to consolidate the Office of HIV/AIDS Housing as a division with the Office of Special Needs Assistance Programs. This action entails an administrative change related to the organizational placement and management of the HOPWA program. The program will continue to retain its separate program status and funding appropriation in recognition of the critical housing support it provides to vulnerable populations, many of whom face significant health crises and multiple concurrent health and economic challenges.

This administrative change will further support three broader efforts: First, HUD is one of six Federal lead agencies that collaborated to develop the National HIV/AIDS Strategy for the United States, released in July 2010. The agencies continue to align their programs to improve and better coordinate HIV-related services across the country. The national strategy recognizes, as you do, the direct impact of housing on increased client entry and retention in HIV care and has a focus on increasing housing for persons with HIV, of which the HOPWA program plays a fundamental role. Second, HUD is one of 19 Federal lead agencies that collaborated in developing *Opening Doors: The Federal Strategic Plan to Prevent and End Homelessness*. As a

part of this effort, HUD invigorated local action—including through HOPWA grantees—that address the challenges of homelessness. And, finally, the Administration’s forthcoming legislative proposal to revise the HOPWA funding formula and implement a modernization plan would help increase the use of short-term housing interventions in coordination with homeless programs, and would better target federal housing resources to those most impacted by HIV.

The Offices of HIV/AIDS Housing and Special Needs Assistance Programs report to Mark Johnston, Deputy Assistant Secretary for Special Needs Programs. Prior to the establishment of the Office of HIV/AIDS Housing by former Secretary Henry Cisneros in 1994, the HOPWA program was organizationally within the Office of Special Needs Assistance Programs.

It is envisioned that this closer alignment of HOPWA and homeless grant resources will make more strategic and efficient use of HIV dedicated housing resources both programmatically (community level) and organizationally (within HUD).

- Organizationally (within HUD), this change would foster stronger collaboration and facilitate knowledge sharing and capacity of dedicated management and staffing to identify and support cross-cutting and joint initiatives to complement programmatic business practices.
- Programmatically (community level), this change would facilitate a local and state community level service delivery “systems change” in order to synergize the targeting, coordination, and provision of housing assistance and case management/supportive services to special needs populations among homeless and AIDS service providers.
- Furthermore, HUD believes that this change would eventually affect strategic planning among local service providers to pool and/or leverage HOPWA and homeless assistance grant resources.

Question: HOPWA is already facing reduced staffing levels, how does the Department plan on maintaining proper focus on the needs of HIV/AIDS community?

Answer: The proposed HOPWA Division will continue to provide continuity with respect to program administration and policy development for the HOPWA program. The division will continue to serve as the Department's program expert on the housing challenges of individuals and their families living with HIV/AIDS, in addition to providing coordination and representation with federal agency partners to implement the President's National HIV/AIDS Strategy. Departmental coordination of HOPWA and homeless assistance grants resources will likely facilitate more inclusive local strategic planning and decision-making by AIDS service and Continuum of Care organizations in identifying and prioritizing local project activities to address worst case housing needs, particularly for those homeless living with HIV/AIDS.

The HOPWA Division will benefit from the existing management structure and staffing resources within the Office of Special Needs Assistance Programs that will leverage these additional staffing resources to collaborate and facilitate cross program coordination with HOPWA policy, programmatic, and technical assistance initiatives. Furthermore, this closer organizational alignment and collaboration is likely to foster greater policy and programmatic coordination in working with communities across this country to address unmet housing needs of those living with HIV and the homeless.

Community Development Block Grants

Question: Community Development Block Grants have been a vital source of federal funding for my city, funding local community development programs such as affordable housing, anti-poverty programs, and infrastructure development. The flexibility given to state and local governments for the use of the funding is especially helpful. I understand that we are face significant budget challenges, but I am disturbed by the low funding level for CDBG in the President's budget. What is HUD's view of the future of CDBG, considering that the proposed budget level will reduce CDBG to 1976 levels, cutting the program by nearly 30% in just three years?

Answer: The Department continues to support CDBG and recognizes its importance to local and state governments across the nation. However, the FY 2014 budget request for CDBG reflects the difficult budgetary situation facing domestic discretionary programs such as CDBG and the tough choices that must be made in weighing the needs of various programs administered by the Department. The Department will seek to enhance CDBG's impact at the local level through increased technical assistance, revised planning processes, stronger targeting and improved accountability provisions. Further, HUD has proposed several reforms to CDBG and intends to explore with stakeholders opportunities for additional changes to improve program performance and effectiveness.

Community Development Block Grants

Question: What is the justification for establishing a new grant program, the Neighborhood Stabilization Initiative, within the Community Development Fund, while reducing the funding for CDBG formula grants?

Answer: The proposal to establish the Neighborhood Stabilization Initiative (NSI) should be viewed as an attempt to expand the positive impact of the Neighborhood Stabilization Program (NSP), which was first funded in 2008. NSP provided almost \$7 billion in assistance to states, local governments and non-profit entities to address the effects of abandoned and foreclosed housing in the nation's communities. The \$200 million in competitive funding proposed for NSI would build upon the first three rounds of NSP and target communities most negatively impacted by abandoned and foreclosed property and would fund specific activities that support neighborhood stabilization.

Community Development Block Grants

Question: What will be the focus of the Neighborhood Stabilization Initiative grants and how will they be awarded?

Answer: The NSI competition would be open to any community that:

1. Continues to have significant numbers and/or concentration of foreclosed, vacant, and abandoned properties(based on the most recent available data);
2. Will use the funds to carry out neighborhood stabilization projects and activities that respond to market conditions, including land banking and demolition; and
3. Demonstrates implementation capacity, leverage/matching funds, partnerships, and proposed positive impact.

NSI grants will be awarded in a national competition.

Project-Based Section 8 Housing

Question: The FY14 HUD budget requests \$10.2 billion for Project-Based Section 8 Housing, stating that this will provide 12 months of full funding for rental assistance contracts to private owners. It is my understanding that the department needs an additional \$1 billion to actually end the short-funding of these contracts. Is that correct? Will \$10.2 billion be enough to end short-funding of contracts in FY2014?

Answer: The Department's FY 2014 appropriation request of \$10.3 billion provides 12 months of funding for all Project-Based Rental Assistance (PBRA) contracts. It does not, however, backfill the shortfall caused by the FY 2013 appropriations level. HUD currently estimates that an additional \$1.2 billion would be required in FY 2013 to fund all contracts for a full 12 months.

Project-Based Voucher Program

Question: The Budget makes reference to Rental Assistance Reform that will impact HUD's three largest rental assistance programs. The Budget also references changes to the Project-Based Voucher program. Can you give the committee details about the proposed changes you are making to that program?

Answer: The Administration plans to submit to Congress a comprehensive legislative package that includes improvements to the Project-Based Voucher (PBV) program. These proposed changes would simplify administration and increase flexibility in order to maximize public housing authority participation in the PBV program. Further, they would leverage the PBV program model to address vulnerable populations, such as homeless families or veterans.

Project-Based Section 8 Program

Question: Your budget proposal for the Project-Based Section 8 program includes a Flexible Portfolio Demonstration that would give owners regulatory and administrative relief in exchange for long-term affordability. If done right, this would be of great value to many mission oriented owners that provide safe and affordable housing to low-income households. Can you give the committee some idea of some of the flexibility or administrative relief that you are proposing in this Demonstration?

Answer: The Office of Multifamily Housing intends to conduct a demonstration that provides participating high-performing project owners and sponsors the opportunity to receive greater management and reporting flexibilities. In exchange for these flexibilities, owners must commit to achieve long-run cost savings in HUD's insured and assisted housing portfolios and to maintain the affordability of participating properties. HUD is also developing a plan to address the unique servicing needs of properties in the demonstration. More specific program flexibilities are being developed and will be published for public comment within the next few months.

Sustainable Communities Initiative

Question: Can you explain the process of transitioning from the Sustainable Communities Initiative to the Office of Economic Resilience? Will the focus of the grants change?

Answer: When HUD established the Office of Sustainable Housing and Communities (OSHC) in 2009, we were piloting a new approach to capacity building. With 4 years of experience and 152 grants that cover 144 million people in 48 states, we have a much better sense of what challenges urban and rural communities face, what local elected officials, and business leaders are concerned about, and how the federal government can be an effective partner. This has led to significant changes in the focus of this work and the approaches we propose to take going forward.

The Office of Economic Resilience (OER) will focus its Integrated Planning and Investment Grants on assisting communities and regions to align their economic development goals with their community development and infrastructure investment priorities. This broad goal is similar to the focus of the original grants, but many of the details of how these grants will actually work have changed in response to our experience.

Using lessons learned from the execution of the original grants, the Integrated Planning and Investment Grants will place a greater emphasis on setting and measuring performance, reducing redundancy in federally-funded planning activities, identifying implementation investments that are most likely to rebuild economies, and identifying how to better leverage federal formula funds.

Similar to fiscal year 2010 and 2011 Sustainable Communities grantees, the focus will further emphasize the economic development aspect to ensure that regions and communities can compete on a global scale by attracting businesses that have the option of locating to any area.

Question: Why is the program being moved to the Office of Community Planning and Development?

Answer: OSHC has helped to incent creative, cost-effective, and outcome-oriented investments through targeting of competitive funding to grant applicants that propose to make their communities more energy efficient, livable, and resilient.

The charge now is to integrate OER goals and themes with HUD's core programs, including the Department's largest and most flexible block grants. To that end, we will shift FTEs to CPD to cover the OER team.

While OER will reside in CPD, the team will continue to work across all of HUD's programs and with other Federal domestic agencies, to continue to remove barriers, streamline the use of federal funds, and seek out ways to reduce the redundancies of federal programs.

WEDNESDAY, APRIL 24, 2013.

FEDERAL AVIATION ADMINISTRATION

WITNESS

MICHAEL HUERTA, ADMINISTRATOR, FEDERAL AVIATION ADMINISTRATION

Mr. LATHAM. The hearing will come to order. And this morning we welcome FAA administrator Michael Huerta to testify on the FAA's budget request for fiscal year 2014. This is the administrator's second appearance before the Subcommittee and his first appearance as the Senate-confirmed administrator of the FAA.

I think the biggest question on everyone's mind today is sequestration and the effects or furloughs on the air traffic control system. While I firmly support and pursue the principal goals of achieving targeted reforms to reduce government spending and balancing the federal budget, I do not support across-the-board cuts like those mandated in the Budget Control Act. These cuts simply punish everyone, rather than specifically target the great number of outdated, wasteful, and duplicative functions being funded with our taxpayer dollars. In short, arbitrary, nontargeted, across-the-board cuts are no way to run a government. However, an across-the-board sequester was what the president proposed and we are now operating under this law.

In an effort to avoid the arbitrary \$1.2 trillion in cuts mandated by the Budget Control Act, I have twice voted with the majority of members in the House to pass common sense legislation that would have replaced sequestration with targeted spending cuts of an equal dollar amount. Unfortunately, the U.S. Senate never considered anything that would have replaced sequestration with targeted spending cuts of an equal dollar amount. Unfortunately, the U.S. Senate never considered either of these bills; thus, sequestration was triggered.

Further, this goes to show that we need to return to regular order and consider appropriation bills in their entirety and not rely on continuing resolutions to fund the government. Under a CR, there is no way for us to prioritize cuts or protect programs related to the safety of the American public. We have questions today about how the FAA evaluated the safety impacts of these decisions, the transparency displayed, and how you got to your furlough and contract decisions. And finally, what is the FAA doing to mitigate these effects after two days of disrupted air traffic activity. The safety of our air space cannot be subject to political posturing.

As for the business of the president's fiscal year 2014 request, the FAA is requesting 15.6 billion in discretionary budget authority, which is a decrease of 350 million below fiscal year 2012, mostly due to reduction of the Airport Grants Program. The president

has also requested \$3 billion in mandatory funding for the FAA in the fourth round of a 50 billion stimulus request. Until you propose a pay-for, we cannot give this request serious consideration.

Similarly, the president has chosen to include new and increased fees in this budget that have been rejected year after year. I also have questions regarding the FAA's ability to meet its mission ensuring safe air travel while modernizing our nation's air traffic control system through NextGen investments. The FAA has seen a number of schedule slippages and cost overruns in its NextGen programs, which could threaten air space modernization at a time when our first mandate in Congress is to reduce spending and bring our budget to balance.

Finally, I would like to commend you for your leadership and open communication with Congress as you met some recent challenges such as working to resolve the Boeing Dreamliner battery issue. I am hopeful we can have a similar cooperative and open dialogue regarding the implementation of sequestration. We look forward to your testimony.

I would like to recognize Ranking Member Mr. Pastor for any opening remarks.

Mr. PASTOR. Good morning, Mr. Chairman. Thank you.

I would like to welcome FAA administrator, Michael Huerta.

We are starting to feel the effects of sequestration on our system. FAA must cut more than 630 million to its programs, more than 485 million in operations alone. Every employee will be furloughed up to 11 days and nearly 150 contract towers are threatened to be cut down. Since Sunday, 10 percent of FAA's workforce has been furloughed each day, and that will continue each and every day as long as sequestration is in effect. We are already seeing delays in the air traffic system. On its worst day last year, the air traffic control system had 3,000 delayed flights. FAA estimates that as many as 6,700 flights will be delayed daily.

No one should be surprised by these impacts. Secretary National Airspace System predicted delays in February, and our ranking member, Ms. Lowey, issued a report early on highlighting the potential impacts of sequestration. And this is not just a problem for fiscal year 2013. Sequestration will hit 2014 as well. We must sign a comprehensive government-wide solution as you have recommended, Mr. Chairman.

I know the administration would agree with me that the FAA's most important asset is its workforce. Every controller, inspector, airport grant administrator, manager, and rank and file employee, is critical to FAA's success. I hope that we can find a way to do better by them and reach a resolution to sequestration without raiding one account to the detriment of another. Put another way, we should not spare one set of employees only to sacrifice others.

We are here today to discuss FAA's fiscal year 2014 budget request. With the exception of the AIP proposal, it freezes funding at roughly the fiscal year 2012 levels. I look forward to your testimony, Mr. Huerta. Thank you, Mr. Chairman. I yield back.

Mr. LATHAM. Thank you, Mr. Pastor.

We are pleased to have the chairman of the full committee here this morning for his statement.

Mr. ROGERS. Thank you, Mr. Chairman. Mr. Director, welcome.

We have got a lot of questions for you this morning. The first one is going to be how come you did not tell us about this beforehand, the sequester impact on the layoffs, the furloughs? Not a word. Not a breath. You did not forewarn us that this was coming. You did not ask advice about how we should handle it. You did not inform the Congress of this sequester impact and what you plan to do about it. In fact, the entire administration has done the same thing. They have not told the Congress how the sequester impact will impact each agency. And the Congress cannot operate like that. This imperial attitude on the part of the administration, and you are the most recent example of that imperialism, is disgusting. And then to turn around and try to blame the difficulties in flying on the Congress, having not informed us of what you planned to do, is unacceptable.

I hope you have some answers for us today. But the first question I want answered is why did you not tell us about it beforehand. What else are you planning to do that you have not told us about? And why is it that the administration will not come to the table and talk about a substitute for sequestering? There are all sorts of ideas floating around, and yet the administration refuses to come to the table and talk about it. Instead, they simply start shutting down airports, if you will, closing towers, and now, furloughing airline controllers, airport controllers.

It would be easy for the administration to come forward and say, "Okay, let us talk. Let us see if there is a way around all these impacts of sequester." I do not like sequester. It is across the board. It is unintelligent. It cuts good things with bad. The people elected the Congress and the administration to choose the good things from the bad things. And yet we have, with sequester, abdicated that responsibility. But it is time for the administration, and you are the first, to come forward and talk about ways to avoid sequester. And as long as you refuse to do that, the American public is going to suffer.

I yield back.

Mr. LATHAM. Thank you, Mr. Chairman.

We have the ranking member of the full committee, Ms. Lowey. You are recognized.

Ms. LOWEY. Thank you, Mr. Chairman. And welcome Administrator Huerta.

Employee furloughs at the FAA necessitated by the failure of Congress to replace ill-advised across-the-board cuts are causing inconvenience and economic losses to individuals, families, businesses, in New York and across the country. But frankly, it is mystifying to me that some are surprised by these delays or blame FAA for Congress's failure.

On February 11th, the Department of Transportation told Congress that given the magnitude of budget cuts to the FAA, "it will be impossible to avoid significant employee furloughs," requiring a reduction in air travel to a level that can be safely managed by the remaining staff and causing delays and disruptions across the country. Without action by Congress, this situation will get much worse before it gets better. FAA estimates the number of daily flight delays will be more than double the highest level of delays on a single day in 2012. Across-the-board budget cuts are having

a severe impact on American families' incomes, as well as services and investments critical to our economic competitiveness. We must replace these mindless cuts with a renewed focus on jobs, economic growth, and a balanced package of long-term deficit reduction.

I agree that this has been very disruptive, but it is amazing to me that those who are responsible for the sequester do not understand that we have to get rid of the sequester. We are blaming on for the impact on vital services. I do hope the Congress can get together in a bipartisan way. We have not had a conference on the budget. We are ready to move as appropriators, and I know the chairman and I can move effectively together. But unless we get started and start working together, the reality of the sequester is seen. The sequester took place beginning March 1st. Here we are—March, April, May. I cannot understand why people are surprised that this sequester has serious impacts.

I yield back.

Mr. LATHAM. I thank the gentlewoman.

After the administrator's opening statement we will proceed with the five-minute rounds, alternating in the standard order. Administrator, we invite you to present your opening statement. Your full statement will be included in the record, and you are recognized for five minutes. Welcome.

Mr. HUERTA. Thank you, Mr. Chairman. Thank you, Chairman Latham, Ranking Member Pastor, Chairman Rogers, Ranking Member Lowey.

I am pleased to have the opportunity to be here today to discuss FAA's budget for fiscal year 2014. As you are aware, this is my first appearance before you as the confirmed administrator of the FAA. We have a great number of challenges and opportunities ahead, and I look forward to a long and effective relationship with this Subcommittee.

The FAA's fiscal year 2014 budget request is \$15.6 billion. This budget upholds our critical safety programs, while also deploying key NextGen benefits to our stakeholders and modernizing our aviation infrastructure. It does this at funding levels that are \$351 million lower than in fiscal year 2012, a 2.2 percent decrease, which is part of the president's overall effort to reduce the deficit.

The FAA's proposed budget for 2014 assumes a long-term solution to our nation's budget deficit and no sequester. The 2014 proposed budget would allow us to maintain staffing for air traffic control and aviation safety. It would allow us to maintain capital investment in both airport infrastructure and FAA facilities and equipment and fund research and development.

The budget requests \$1 billion for NextGen, which is an increase of about 7 percent above 2012. This request would help us continue to mitigate congestion in busy airspace above metropolitan areas, and it would help us with the continued deployment of radio transceivers that allow us to use very precise satellite-based information to control air traffic.

The FAA is requesting \$9.7 billion in our Operations account. This represents an increase of just about a half a percent above the fiscal year 2012 level. This request will enable us to run the agency on a day-to-day basis. It ensures the safe operation of the airlines and the certification of new aviation products. It would also en-

hance the safety of the commercial space transportation industry and provide overall policy oversight and management of our airspace.

The Operations budget includes an additional \$30 million to maintain and operate the new En Route Automation Modernization (ERAM) system that became operational over the last two years. ERAM is at the heart of NextGen. It helps advance our transition from a ground-based system of air traffic control to a satellite system of air traffic management.

The 2014 budget also allows the FAA to meet the dual challenge of maintaining the capacity and safety of the current system while moving forward with our comprehensive modernization and transformation efforts. The majority of the \$2.8 billion requested for facilities and equipment is to sustain legacy areas. This includes aging infrastructure, power systems, information technology, navigational aids, and weather systems.

This year's request for Research, Engineering, and Development is \$166 million, a decrease of 1 percent from 2012. We intend to continue critical research in NextGen and in other areas, such as fire research and safety, propulsion and fuel systems, advanced materials research, alternative fuels, aging aircraft, and unmanned aircraft systems.

Our budget emphasizes cost efficiency and reflects the hard choices we must make to provide the most benefit to the flying public. As a result, we are proposing to modify the mix of funding available for airport development projects. The budget would allow commercial service airports to increase passenger facility charges from the current maximum of \$4.50 to \$8.00. This gives airports greater flexibility to generate more of their own revenue, and it allow us to reduce our request for the ongoing airport grants program by about \$450 million. This change focuses federal resources on smaller airports that do not have the passenger volume to generate their own revenue, yet are still important to our nation's air transportation network.

The President's 2014 budget request represents a balanced approach to achieving a long-term solution to our nation's budgetary challenges. This is critical when we consider the impact of the sequester on our aviation system. The cuts required by the sequester forced us to slash contract expenses and furlough 47,000 of our employees for up to one day every two weeks.

With 10 percent fewer hours available from each employee, there are impacts on all FAA operations. At air traffic facilities, this imposes limits on the amount of air traffic we can safely allow to take off and to land. It means that our safety inspectors will work fewer hours and it will take longer to certify new aircraft for the market.

I want to emphasize that as we undergo the difficult process of implementing these deep cuts, we refuse to sacrifice safety, even if it means less efficient operations. Since February, we have publicly described the possible effects of the sequester, and over the past few weeks we have been working with our industry partners, including the airlines, to share more detailed information on the impacts we expect at our nation's largest airports. We are tracking airport delays throughout the system and making adjustments where possible to minimize delays. It is my hope that we can work

together to rally around our nation's air transportation system and protect the great contribution that civil aviation makes to our economy.

Mr. Chairman, this concludes my prepared remarks. I would be pleased to answer any questions you may have.

Mr. LATHAM. Thank you very much. And I guess we are all concerned about the air traffic controllers and the effect that that is having.

You believe that you have done everything possible to minimize the effects of the furloughs?

Mr. HUERTA. I do.

Mr. Chairman, we have to reduce our budget by \$637 million between now and September 30th. Under the rules of the sequester, the Airport Grant Program was exempted, as were all the grant programs of the Department of Transportation. What that means is that it falls disproportionately on the operating side of the budget. We are projecting savings from the furlough of approximately \$220 million. And so what that means is that we have cut more heavily in nonpay areas—contracts, information technology, travel, and a wide variety of other nonpay expenses. To reach the large number that we need by September 30th, we have no choice but to look at furloughs as well.

Mr. LATHAM. Can you assure the American people that what you are doing will have no effect on safety?

Mr. HUERTA. It will have no effect on safety but what will suffer will be efficiency. When we have to reduce the number of controllers that we have available to handle air traffic, it means that we have to do things like combine sectors, reduce arrival rates at major airports and the capacity of our major En Route facilities. The result from that are ground delay programs, flow control measures, all of which have impacts on the efficiency of the system. But what we are focused on first and foremost is to maintain safe operations.

Mr. LATHAM. I was taken back at the same time we are talking about cuts to new or essential services on air traffic control. The secretary announced that he was giving out \$474 million in Tiger Grants for livable and sustainable communities from the department, which is not authorized, not defined in law anywhere even what that is. Do you have any ability to transfer any of his money? Have you requested any money to be transferred?

Mr. HUERTA. Under the framework of the sequester act, we have to cut equally across programs, projects, and activities. The way that works out in the FAA's budget is, as you know, Mr. Chairman, we have four colors of money—our operations account, our Facilities and Equipment account, our Research Engineering and Development account, and then the Airport Improvement Program. Within each of those accounts there are further subdivisions. The largest share is our Operations account, and that is organized according to the FAA's lines of business. For example, Air Traffic, Aviation Safety, Commercial Space.

As I said before, the Airport Improvement Program is exempt, therefore, the cuts are applied equally across the other three colors of money. That means that they disproportionately fall on operations.

Operations represents some 61 percent of total FAA appropriations, and of that amount, approximately 70 percent of it is pay for the employees that perform the important safety critical functions. To get to the numbers that we need to get to, while we have cut quite dramatically in the areas of contracts and other nonpay expenses, we are nonetheless forced with the choice of needing to reduce the amount spent on salaries. That is where the furlough comes in.

Mr. LATHAM. To my question, have you asked for any transfer authority of the funds that obviously the department has got hundreds of millions of dollars sitting in other accounts there. Have you asked for any transfer? This is from a program that is not authorized, has on definition, and it is money sitting there supposedly.

Mr. HUERTA. I cannot speak to what is available in other parts of the Department of Transportation budget, but within—

Mr. LATHAM. Is there any discussion at the Department about maybe making a request to transfer money into essential services?

Mr. HUERTA. I think what the administration has been quite clear on is that the sequester being an across-the-board impact, we agree with you, it is not an appropriate way to run the government. But, we are complying with the law as it has currently been passed.

Mr. LATHAM. Is there no discussion about asking to transfer—

Mr. HUERTA. There have been many options.

Mr. LATHAM [continuing]. High priorities?

Mr. HUERTA. There have been many options floated, both in the Congress and within the public generally about opportunities for transfer. But until something is actually enacted, we have to live with the law as it is currently passed.

Mr. LATHAM. So you have not asked for any authority to transfer—you have not—the money that is sitting there in other accounts?

Mr. HUERTA. We have taken full advantage of the flexibilities that we have.

Mr. LATHAM. That is not my question.

Mr. HUERTA. As I said, there have been many discussions that have taken place about transfer authority, but until something is enacted, we do not have any reason to plan for it.

Mr. LATHAM. Okay. You are still not answering the question, obviously.

Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman.

A year and a half ago when the 12 wise men failed to complete their work and we voted on the Budget Act that passed the House and the Senate, sequestration was a possibility. And there was always, I guess an expectation that it would not become a probability. But in, I think, January of this year, OMB started at least issuing memorandums to the agencies that it may be a probability and as we are getting closer into March.

Now, when did the FAA, with its limitations and its flexibility, was allowed by law and policy begin preparing for sequestration?

Mr. HUERTA. We began preparing with the start of the fiscal year as we saw it as a possibility.

Mr. PASTOR. October?

Mr. HUERTA. Yes. But those efforts really became much more urgent after we started at the beginning of the calendar year when we were seeing that this was becoming a distinct possibility. At that time, as you pointed out, Mr. Pastor, the Office of Management and Budget provided guidance to all agencies within the federal government, and we began looking at our planning.

In February, the Secretary and I both spoke about what these impacts would look like. We did talk at that time about a very high likelihood, in fact, a need to furlough our employees and the operational impacts that that would have on large facilities. At the same time, we also talked about the need to reduce our contract expenditures, and that got us into the conversation about contract tower operations.

Throughout all of this, our focus has been on managing these cuts in such a way that we minimize to the extent possible the impact of these on the largest number of travelers. But at the same time, we have to achieve the savings of \$637 million between now and the end of the fiscal year.

As we have worked through this, what we are attempting to do is mitigate the impacts as best we can. For example, we canceled a training program altogether for a new class of controllers that would otherwise be taking place at the aeronautical center. That is our pipeline for new controllers. We have significantly canceled or significantly slashed other training, as well as discretionary travel and discretionary activity so that we can focus on other activities.

Controllers have been asked to return to their home facilities, this takes them away from collaborative workgroups that are focused on implementing new technologies. It enables us to mitigate the impacts of the loss of controller hours due to furloughs. And so we have been taking aggressive actions to try to mitigate the impact of this, but there are impacts.

Mr. PASTOR. In the memorandum that they sent to the agencies they said to use any available flexibility to reduce operational risks and minimize impacts on the agency's core mission and services of the American people. Core mission is obviously the air traffic system. What flexibility have you made yourself available so that the core mission is not minimized?

Mr. HUERTA. We have transferred Operating resources to the extent allowed by law, 2 percent, from other operations accounts into protecting our air traffic and our aviation safety core responsibilities. So what suffers as a result of that are some of our longer term activities, such as investments and research activities associated with NextGen. That is a tradeoff that we think is important to make with the goal of preserving safety and the efficiency of the system to the extent we can.

Mr. LATHAM. In an article I think I read yesterday, it talked about how you have furloughed air traffic controllers but in order to ensure safety, that you have controllers being paid overtime. And so the issue is really having and meeting the objective of the core mission.

Mr. HUERTA. We have dramatically reduced all scheduled overtime, and we are preserving overtime really to deal with an emergency situation.

For example, there might be a situation where due to illness or other activities that we do not have the expected complement of staffing at a facility. That, combined with the furlough, can lead to a dramatic and significant operational impact, and so through the judicious use of overtime we are able to mitigate that somewhat. Nonetheless, we still have 10 percent fewer available hours to schedule in these facilities.

Mr. PASTOR. Thank you, Mr. Chairman. I yield back.

Mr. LATHAM. Thank you, Mr. Pastor.

I recognize the full committee chairman, Mr. Rogers.

Mr. ROGERS. Thank you, Mr. Chairman. Thanks for holding this hearing.

There are those who say that you are imposing these furloughs, bringing pain to the American people, for the purpose of shifting political blame for the difficulties caused. A little bit like shutting down the Yellowstone National Park to draw attention to the problem.

What do you say about that?

Mr. HUERTA. That is not true. We are focused on maintaining our core operational and safety responsibilities, and doing it to the best extent that we can, given the constraints of the furlough.

Recognizing that 70 percent of our operations budget is people and that the FAA is an operating agency, our effort has been to do everything that we can to cut in other areas before we hit our safety/critical functions that are carried out by people. Those are air traffic control, maintaining the airway system, and maintaining the highest levels of aviation safety.

The hardest thing that we have to do is reduce these hours. But in order to hit the target we need to hit—we do not really have any choice.

Mr. ROGERS. All of this is a surprise to the Committee, to the Subcommittee, to the Congress, to the world. We read about it in the newspaper. And this Subcommittee and the Appropriations Committee, of course, is the Committee that has to find ways to fund the government's operations. And yet you did not tell us about what you planned to do. How come?

Mr. HUERTA. Mr. Chairman, we have been talking about this since February. We have talked about our need to reduce our contract expenditures and thereby to withdraw federal funding and close federal contract towers. At that time we also talked about the need to furlough our employees, and we said that that would lead to significant delays of up to 90 minutes at major hub facilities. As our planning has continued and we have done more granular analysis, those discussions have continued, and now we are at the place where we actually have to take the actions in order to achieve the savings.

These are all bad choices. I will be the first to acknowledge that. But in order to comply with the guidelines with the sequester law, we have to take these actions.

Mr. ROGERS. I wish you had told us earlier so we would have had a chance to plan and perhaps to write or find a way against the problem.

Now, when you decided to close those 149 contract towers, you said that your goal was to minimize the disruption to the max-

imum number of travelers. But when you decided to find savings and labor costs just now, you imposed 11 days of furloughs across all FAA employees regardless of how critical those employees are to the mission of safe, efficient, air traffic control. Can you explain? It seems to me that we had some contradictory reasoning when it came to decisions regarding contract towers versus the FAA air control workforce who are furloughed equally, no matter how operational essential they are. Can you explain that?

Mr. HUERTA. Yes. Let me take first the contract towers. Our focus on contracts was with the intent of minimizing the amount of furlough days that our employees would have to suffer through. In looking at our contracts, we focused on the largest areas of where we could achieve contract savings, and the third largest of those contracts are expenditures in our contract tower program. We decided to look at the lowest activity facilities, those towers that have fewer than 150,000 annual operations and 10,000 commercial operations. All but one of these towers currently operate for some portion of the day in a non-towered capacity, so they have existing rules on how to operate as a non-towered airfield. And so in the contract area, we felt that this was the most efficient way and the most effective way to achieve the savings we needed to achieve.

Turning next to the impacts on the FAA's workforce. Our effort on the contract side was to bring the furlough number down to 11. To ensure that we had to realize no more than one per pay period or 10 percent of the available hours. As we looked at the National Airspace System we did, in fact, consider whether we should look at a differential impact between facilities. We came to the conclusion that the National Airspace System is an interconnected network. Weather phenomena or how aircraft are moved throughout the system not make any distinction between large air facilities and small air facilities. An airplane may move from a small facility to a major hub to another major hub to another small facility. Its crew in the course of a day will travel from a wide variety of other facilities. The purpose of this is for the airline to maximize the use of their asset and of their available employee hours. Conducting furloughs in an unequal fashion would still lead to disruption and delays throughout the system because of these network impacts and the relationships between the larger and the smaller facilities.

Second, the effect of the sequester is basically a pay cut for controllers and technicians; to do this in any other way would cause even more disruption in the system. If you look at the long history of pay cuts in the airline industry, every single one has been applied equally, to like groups of employees. Employees at different facilities still have to work together, and that is difficult when you are treating them inequitably. Over 70 percent of our Operations budget is devoted to payroll, and the agency cannot put itself in the position of choosing winners and losers between airlines and where their hubs are located and geographic areas of the country relative to other areas.

Mr. ROGERS. One final question, Mr. Chairman.

Air traffic control is funded in the air traffic organization within FAA which has \$2.2 in nonpayroll activities, including consultants, contracts, travel. Why were you not able to find \$387 million in sequester savings in that very sizeable nonpayroll budget?

Mr. HUERTA. We looked at our nonpayroll budget and we have had dramatic reductions in that. Let us take that consultant line item that you reference, sir.

The largest single consultant contract is a services contract that provides telecommunications infrastructure between all FAA facilities. Everything in that category are nonconstruction contracts.

Our second largest contract is aviation flight service stations. And our third largest is our contract tower program.

Where we have achieved cost savings are things like training, travel, and within information technology as a result of efficiencies. But we simply could not get to the number we need without also looking at salaries. We imposed a hiring freeze that has been in place since the start of the year, that became a total freeze at the beginning of March. We have canceled contracts with all of our contract employees, and all of our temporary employees have been laid off. All with the goal of minimizing the impact on payroll expenditures of FAA employees.

Mr. ROGERS. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Ms. Lowey.

Ms. LOWEY. Thank you, Mr. Chairman. And thank you, Mr. Secretary for your presentation.

Frankly my colleagues, it is mystifying to me that some are surprised by these delays or blame the FAA for Congress's failure. And I would like to repeat again that on February 11th, the Department of Transportation told Congress that given the magnitude of budget cuts to the FAA, "It will be impossible to avoid significant employee furloughs requiring a reduction in air travel to a level that can be safely managed by the remaining staff and causing delays and disruptions across the country."

We are hearing today that some of my colleagues believe we should exempt the air traffic controllers, technicians, and inspectors from furloughs. However, I have not heard anything. We have not heard any proposals to do something about the requirement that the FAA reduced \$485 million in fiscal year 2013 from its operating budget due to sequestration. I am laughing because I find most of my constituents are all upset about what is happening at the airport, but not only can they not pronounce sequester; they do not really understand what it means but they are certainly learning the impact.

Can you tell us if these groups of employees were to be exempt from the overall furlough requirements: (1) What impact would it have on the rest of your workforce? And what impact would this have on how you implement sequestration for fiscal year 2014 for fiscal year 2014?

Now, I want to say again that I know the chairman and I would like to work together. The Budget Committee—the House has passed a budget, the Senate has passed a budget—they still have not gone to conference. Now, if and fact they do not go to conference, Chairman Rogers and I will proceed; however, if we do not do something specifically to roll back sequestration, what impact would this have on how you implement sequestration in fiscal year 2014? We have seen what sequestration is doing right now.

Could you please respond?

Mr. HUERTA. Sure. Regarding your first question, in terms of classifications of employees and if there were to be an effort to exempt certain classes of employees, our pay account in our Operations budget represents about 70 percent of the total. Of that, some 40 percent pays for air traffic controllers. An additional 14 percent is technicians and supervisors. Those are the people that maintain airway information, radar, and other facilities to ensure that it actually works to deliver air traffic. Air traffic supervisors are another 10 percent and then we move to our aviation safety responsibilities. Our safety inspectors and supervisors represent about 9 percent, and our field support for air traffic is 7 percent.

What all of this says is the number and percentage of those activities which are headquartered or overhead activities are a very small percentage of the total. So to exempt the safety critical operations and employees within the agency—since 84 percent of our employees are in the field dealing with safety-critical functions, it does not get us there. We really have to focus on the entire workforce.

Would you like me to respond to your second question?

Ms. LOWEY. Yes.

Mr. HUERTA. Your second question was on impacts of FY 2014 and beyond. We really do not have certainty moving forward until we have a clear understanding of what our appropriation will look like for fiscal year 2014 and what will be the ultimate resolution of the sequester. The sequester is a multi-year program, and the combination of not knowing what the long-term perspective on that, combined with needing to understand what 2014 will look like, leads to a great deal of uncertainty. Having certainty on that is very important.

Ms. LOWEY. Thank you, Mr. Chairman. And I do hope, I would say to Chairman Rogers, that we can move forward through regular order, analyze these budgets, and not put in place even greater cuts. And you have explained very elegantly the impact, and it is just not a matter of moving around 2 percent of the budget. This is serious, and I do hope we can move ahead on a serious budget and roll back the sequester, which is causing such damage not only in this area but in other areas of the budget. And it is clear that it is up to the Congress to do it. We have the authority.

Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Ms. Lowey.

The gentleman from Oklahoma, Mr. Cole.

Mr. COLE. Thank you, Mr. Chairman. What a great day to have your first day of testimony, huh?

Just clarify a matter for me if you could, administrator. Did the OMB ever direct the FAA at any time to furlough controllers during sequestration or was this your idea from the get-go?

Mr. HUERTA. We received no direction from the Office of Management and Budget. For us it was a mathematical exercise. We had to find \$637 million. We focused first on the contract activities and whatever savings we could yield there. Whatever increment was left we knew that we had to get out of payroll savings.

Mr. COLE. Let me ask you about the contract. And you have already partially touched on this and I appreciate the explanation. Just by way of clarification so you know, we have six contract con-

trol towers in the state. I have three in my district so we were hit pretty hard by this decision. Three that lost, you know, support, so to speak. We have been able through a variety of measures to keep a couple of those open locally.

It is my understanding that we have 251 contract towers. We essentially defunded 149 of them, around 60 percent of the total. That seems disproportionate in what is a 5 percent across-the-board cut. Granted, somewhat substantially increased because it had not been set at the beginning of the fiscal year. So can you explain to me why so much it and that particular program?

Mr. HUERTA. The Program Projects and Activities within the FAA are defined by the color of money and then within that by our lines of business. What that means is that one PPA would be air traffic. That is a combination of contract activities and payroll activities. We wanted to focus on first and foremost what could we reduce in the contract area that would enable us to minimize the impact on employees. As you have heard me say, the contract tower program represents a very large expenditure within that account. We believe it is manageable because these are relatively low activity facilities, fewer than 150 total operations and 10,000 commercial operations on an annual basis. All of these towers have experience, or all these airports have experience, with the exception of one, of operating in a non-towered capacity. There are well-established rules of how a non-towered airport would operate.

The tradeoff is for every dollar of savings that I am not able to achieve in contracts, that hits the payroll account. Now, the payroll account is where we fund the employees that operate the large facilities. That is the tension and the tradeoff that we have to look at. As I have said, none of these are good choices. These are extremely difficult and disruptive choices, but it is the law as it is currently enforced and we have to carry that out.

Mr. COLE. Have you looked at it airport by airport? I mean, did you go down to that level of detail? Did you also take into account when you were making these—I would agree with you, very difficult decisions. You know, some of these things are very close to military facilities as well and have a military function.

Mr. HUERTA. We started with just the traffic count that we talked about, the 150,000 and 10,000. Then we considered what the impacts of certain of these facilities that were adjacent to major hub airports. Do they serve some important traffic function that enables how those hub airports operate? Then we consulted with the Department of Defense and Homeland Security. They provided their priority facilities and every priority that they identified we elected to exempt from closure under this framework.

Mr. COLE. Okay. I have got some other questions but I am not going to have time to pursue them so I will just yield back my time and wait for the next round, Chairman.

Mr. LATHAM. I thank the gentleman.

Ms. Herrera Beutler.

Ms. HERRERA BEUTLER. Thank you, Mr. Chairman.

I know that this line of questioning is going to continue. I am going to take a chance and ask something else.

Mr. HUERTA. Okay.

Ms. HERRERA BEUTLER. So general aviation user fees or fees, I am actually not inclined to call them fees unless there is a nexus between the use and what the money collected then goes for. Otherwise, I call it a tax.

Both administrations have proposed them in general over the last several years, but this administration now has multiple times. I have seen this movie before. You all propose it and then Congress says no. Partially, I would assume because the general aviation community or the industry employs 1.3 million people. That is \$150 billion to the U.S. economy, and a lot of those trickle down. It is small business. So in my neck of the woods that is what we are. We are small business. And so it is very important to me.

And I guess I would like to ask, it still is very unclear to me—I should preface this. The one response I do not think would be appropriate is sequestration because you have asked for this money before and have not explained how it is going to be used and we have not given it. Why do you think now is a good time to ask for it again? And what is the nexus? I mean, what is the use? And can you justify this?

Mr. HUERTA. Sure.

The FAA's budget is supported through a combination of aviation trust fund and general fund resources. In proposing this, what the administration is simply saying is that we would like to place a higher reliance on trust fund activities where fees are paid by the users of the aviation system. We have had this whole discussion about the need to reduce federal spending, and we believe that to the extent that we could raise significant resources from the users of the system, that that would be of significant benefit in dealing with our larger fiscal challenges that we as a country need to deal with.

Now, in terms of what the fee would cover, it would reflect the fact that the government provides significant air traffic control services, aviation services for the benefit of the aviation community, and the fee would, for us, no matter what kind of flight it is, it costs us the same to operate it within the air traffic control system. The notion is that there are services that are provided to the aviation community, and what we are really looking to do is to see if we can recover that through the use of fees.

Ms. HERRERA BEUTLER. In terms of what is paid in general through licensure and ability to use certain airport hangars, purchases of planes, all the taxes that go into all that, so you are saying that does not come close to playing a role in maybe, hey, I am using this facility. I am also paying taxes and fees and licensure fees and so on and so forth associated with it. You do not think that comes?

Mr. HUERTA. It does not completely cover the cost of operating the aviation system.

Ms. HERRERA BEUTLER. No? Okay. Thank you.

I yield back.

Mr. LATHAM. I thank the gentlewoman.

Mr. Joyce.

Mr. JOYCE. Thank you, Mr. Chairman.

Mr. Secretary, I have a few questions regarding NextGen.

Mr. HUERTA. Sure.

Mr. JOYCE. I was wondering if the FAA is spending a billion dollars per year on NextGen, which we would agree is needed to address future air traffic demand, given that domestic and international operations are down 12 percent since 2007, do you think we should consider deferring long-term NextGen programs before implementing furlough of air traffic controllers?

Mr. HUERTA. There are two dimensions to the response to your question, sir. The first is the NextGen program primarily is funded from our Facilities and Equipment account and our Research, Engineering and Development account. We do not have flexibility to transfer between those accounts and the operating account, which is the account where we are seeing the significant impacts associated with the furlough.

The second point that I would like to make is that these are investments that have significant long-term benefits in making the system operate much more efficiently and able to handle the expected growth of traffic that we expect without a commensurate increase in cost. I think it is pennywise and pound foolish to delay and defer the investments that we need to make in this long-term infrastructure that are actually going to make the system operate much more efficiently down the road.

Given where NextGen is funded from, the Facilities and Equipment and the Research, Engineering, and Development account, we do not have the flexibility to move those funds to our Operations account absent some change in the sequester law.

Mr. JOYCE. Thank you. And I understand then from what you are saying is that you intend on going through with the implementation of NextGen on a timely manner.

Mr. HUERTA. That is correct. We will see some delays that will result from the effects this year. For example, we have collaborative work groups that involve aviation stakeholders, air traffic controllers, facility managers, and airports that have been planning for the deployment of much more optimized and efficient routes for transit in and out of airports. This program, which we call Metroplex, allows for airlines to use more direct routing, to use things called optimized profile descents, but they all have the same benefit—reduced fuel burn, reduced emissions, and for some communities, significant reduced noise.

As we are furloughing employees we do not have the luxury of assigning air traffic controllers to be working in these collaborative workgroups. We have instead recalled them to their home facilities so that they can actually work on moving air traffic as we deal with the impacts of the sequester.

Mr. JOYCE. Well, the GAO has indicated that lack of controller training in the new procedures has prevented them from being used. You are not doing anything to correct that?

Mr. HUERTA. We have been doing a lot to correct that. We have had to put it on hold to deal with the immediate impacts with the sequester. We had actually, in response to GAO, invested a significant amount in ensuring that we have appropriate controller involvement and training. It has resulted in great benefit in these procedures and these NextGen investments being used by the aviation industry. We have had to pause that while we deal with the

immediate operational challenges to mitigate the impacts associated with furloughing our employees.

Mr. JOYCE. I see that sequestration seems to be the answer of the day, but what barriers do you foresee other than sequestration and implementation of NextGen?

Mr. HUERTA. Well, as we look to implement NextGen down the road, this represents a significant technological transformation. It moves us from a system of air traffic control to a system of air traffic management. Those are all good things. That is something that needs to be done collaboratively with the aviation industry and with all of our stakeholders and with our workforce. Some have likened it to buying the latest technology and turning it on, I think of it as a significant transformation in how we operate. That means that we have to work as a shared responsibility to maintain safety and operational efficiency with the users of the aviation system, and we are committed to doing that. It also means that we have to invest in the things that you have talked about—training and operationalizing all these investments that we are making.

I think of it this way—we are not investing in technology for technology's sake. We are investing in technology to yield benefits. If we cannot measure and achieve the benefits for the aviation community then we are not doing our job.

Mr. JOYCE. Thank you. Mr. Chairman, I see I am out of time.

Mr. LATHAM. Thank the gentleman.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

Good morning. I appreciate you being here, and I appreciate the earlier answers you have given which I will not ask you to go over again regarding the impact of sequestration and the kind of flexibility your agency does or does not have in dealing with these personnel reductions or furloughs and the reduced service at major airports—things that all of us know to be highly undesirable. And yet we have to say they are very much in line with the intent of sequestration, which was to be unacceptable. The intent of sequestration was to make deep and indiscriminate cuts and to be unacceptable and to force everybody to the table to conclude a broader, longer term budget agreement.

Sequestration does not touch the main drivers of the deficit; we all know that. It barely touches entitlements. It does not touch tax expenditures. Those are the main drivers. It goes back yet again to discretionary spending, and cuts it in ways that, as I say, were designed to be unacceptable. And so to pretend that it does not really need to hurt very much, and that the president or the FAA with a flick of the wrist could make this different, is disingenuous. We need to fix the problem, which is to get a long-term budget agreement as opposed to pretending that damage control, putting out this fire and then that, is a budget policy. It simply is not a budget policy and it is not going to work. And the sooner we can get to a long range budget agreement the better off we are going to be.

Let me turn to aircraft certification, which has not been raised this morning and I do want to raise it. You are well aware that aviation manufactured products can only go to market once they are certified. You also know that the FAA has been unable to sup-

port the current level of industry activity within the current average certification wait time of six to nine months, which puts American aviation manufacturers at a competitive disadvantage when compared to foreign companies. Furthermore, the number of new technologies requiring certification is expected to increase as we implement NextGen.

So in recognition of this under the last FAA reauthorization, Congress included language to identify some needed reforms in the certification process and to focus FAA resources more effectively on critical activities, involving safety, for example, while beginning to address the backlog of certification requests. I wonder if you can give us an update on the implementation of these reforms. What are some of the specifics for increasing the timeliness and effectiveness of the certification program? What kind of challenges are you encountering?

Mr. HUERTA. Well, thank you, sir.

The certification process is something that is extremely important for the reason that you have talked about. New products cannot come into the market without having FAA certification. Aviation represents the technological frontier; it is our largest export industry. It is a very significant creator of jobs in the country. With direction from Congress we have focused very much on how can we take better advantage of our certification resources.

We have recognized that fundamentally preserving safety is about managing risk, and managing risk involves developing data. Where are we likely to have problems and how do we focus our inspection and oversight responsibilities on the areas that might have the greatest potential for problems? We have been tasked by Congress, and we have aggressively moved on relying on designations of trusted agents in organizations throughout the aviation industry so that we can share the responsibility for bringing new products to market. They could do a lot of the legwork but we never give up our responsibility ultimately to certify and ensure that new products are safe before they come to market.

Nonetheless, it is an evolution that needs to take place over time. And what we have seen is a real pickup in the pace of requests for new certification, and I think that reflects positive economic trends within the industry. But the flipside of it is that the aviation certification workforce is hit by the same impacts as everybody else right now. That causes us to focus on aircraft and parts in service at the expense of certification activities for the immediate term as we are dealing with the impacts of this year.

Mr. PRICE. Well, the fiscal 2014 request for aircraft certification service is about level I note—213 million. It does seem to underscore your commitment to providing the funding and staffing necessary to ensure more timely certification. What about the funding and staffing levels? How is that related to the situation you just described?

Mr. HUERTA. Well, the staffing for us is something—we have staffing models that look at the full scope of our need for resources in aviation safety. That has proven to be a complex process and we continue to work to refine it. What we are trying to do is strike the appropriate balance between having a responsible budget request, recognizing the tight fiscal conditions that we are in, but at the

same time providing resources that will support our continued growth and evolution in our certification activities.

Mr. PRICE. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Price.

Mr. Dent.

Mr. DENT. Thank you, Mr. Chairman.

Mr. Huerta, just a few things, particularly with respect to the notifications about the furloughs and what is happening with air traffic control. I know a lot of those notifications occurred this week. I think a lot of the American public felt frankly blindsided—the airlines, the unions, airports, and most importantly of all, the flying public. You know, compared to the way the contract tower issue was handled, I got the sense that the FAA had, in fact, consulted with other interested partners and stakeholders, like the Department of Homeland Security and the Department of Defense. You know, why were DHS and DoD given that courtesy, as they should have been, with respect to the contract towers, but it seems that all the other folks that I just mentioned—the airlines, the unions, the airports, and the flying public—just feel completely blindsided by this decision?

Mr. HUERTA. Sir, when we talked about the contract tower decision back in February, we, at the same time, did say that we expected impacts on major hub facilities and that it would be as a result of furloughs of FAA employees. I think it is fair to say that the thing that captured the media attention and that was something that became, I think, a matter of intense public focus was the contract towers. These longer term impacts, which at the time we said would not emerge until later, despite our efforts to talk about them, they were things that really did not sink in with people; that we were expecting to see this.

Last week, nonetheless, when we began that process, what we did was we asked each of our air traffic facilities to build schedules based on 10 percent fewer available hours per each pay period per employee, and those form the basis for us to use the tools that we use every day to model our ability to handle aircraft within the air traffic system. Those operational details were what we provided last week to the users of the system. We are continuing to monitor it and have been monitoring it since Sunday as we have worked through to do everything that we can to mitigate the impacts of these. But we have been talking about this since February.

Mr. DENT. One other thing, too, there was an editorial today in the Wall Street Journal entitled “Flying the Government Skies,” and I realize it is an editorial and it is an opinion and you may or may not agree with what they said, but there is just one paragraph I thought that was interesting and I would like you to respond to it. They said, “Ponder this logic, if that is the right word. The sequester cuts about \$637 million from the FAA, which is less than 4 percent of the \$15.9 billion 2012 budget, and it limits the agency to what it spent in 2010. The White House decided to translate this 4 percent cut and it has the legal discretion to avoid and do a 10 percent cut for air traffic controllers. Though controllers will be furloughed for one of every 10 working days, four of every flights will not arrive on time, so basically a 4 percent FAA spending cut that is translated into delays of 40 percent of flights.”

I would like you to respond to that.

Mr. HUERTA. What we are responding to is the need to find the savings in half of the year. That one furlough day per pay period gets us about \$220 million of the total savings I need to achieve of \$637 million between now and the end of the year. These are not great choices. These are all difficult impacts. We have focused first on achieving savings in contracts, achieving savings in nonpay expenses with the idea of minimizing the impact on FAA employees. But we had a gap that we needed to close and we had no choice.

Mr. DENT. And one other thing, too. With respect to contract tower program, the administration's decision to close the contract towers has garnered a lot of attention here in Congress as you know. The Capital City airport in my district is going to be impacted by the contract tower closures. I have heard from Cap City, as well as the Airport Council. They cite that DOT's inspector general is saying that the contract tower program is a cost-effective method of providing air traffic control. My assumption is that the closure decisions were based on flight volume and revenues generated at these tower airports. What, if any, analysis was conducted in parallel to analyze the impacts these closures will have on operations and safety of neighboring airports?

Mr. HUERTA. When we looked at this we focused first on the activity level of each of these facilities, and these represent the lower activity facilities throughout the system. We did consider effects on adjacent hub airports and consultations, as you noted, with the Department of Defense and Homeland Security on whether they wanted us to exempt particular facilities. We did exempt every one that showed up on their priority list.

In terms of the operations of these airports, we are not doing anything that is not safe, but an airport that is non-towered operates differently. Generally, the difference is it operates less efficiently in order to maintain the highest levels of safety. We did analyze each of these airports, and in looking at each of these airports, one thing that was apparent was that all but one of them operate for some portion of the day non-towered already. They have well-established procedures of how to operate in this capacity.

Mr. PRICE. Thank you.

Mr. LATHAM. Thank the gentleman.

You had mentioned earlier on the contract towers apparently you contacted or got guidance or direction from Homeland Security and DoD. Who else did you talk to on these decisions?

Mr. HUERTA. Within the federal government it was those two agencies. We consulted with airports to determine if these serve an important function and if it is related to a hub airport. Then sent our operations teams out in the region.

Mr. LATHAM. Did you get any direction either from the Department or from the White House as to how to inflict sequesters?

Mr. HUERTA. We shared what our analysis showed with respect to the operations of the facility with our colleagues at the Department but we did not receive any specific direction from them.

Mr. LATHAM. From the White House?

Mr. HUERTA. No.

Mr. LATHAM. Mr. Dent was asking about engaging of the stakeholders, and again, do you want to tell how and when you engaged the airlines as to what your plans were?

Mr. HUERTA. We talked generally starting in February that we expected the sequester would result in the closure of contract towers, and we identified a level at that point, and we talked about the process. We also said that we would be furloughing our employees and that that would have significant impacts at major hub facilities. Then we went through the process in two parallel tracts: On the contract tower side, the consultations that I referenced in my response to Mr. Dent; on the air traffic side with FAA employees we went through the scheduling process that I had—

Mr. LATHAM. When did you do that?

Mr. HUERTA. When did we do that?

Mr. LATHAM. Yeah.

Mr. HUERTA. Starting—

Mr. LATHAM. Last week?

Mr. HUERTA. Starting in February and then into March. Where we first had to make a determination of what were the minimum number of furlough days and that is where we made the decision to plan for one per pay period. That was handed out to all of our facilities and they did their analysis in the course of the month of March. They needed to build schedules that would reflect this reduction in hours. That was shared in granular detail with the airline industry last week.

Mr. LATHAM. Why did it take till last week? If you wanted them to adjust their schedules, to me—and you keep talking about February 11th that you had all the planning in place—why could you not share that earlier rather than just wait? And there was no detail as to what your plans were, and you just said until last week.

Mr. HUERTA. We did share with them what we expected broad systemic impacts to be. We did not have the information until it had actually been built by the facilities and we understood how it would affect particular rates at each air traffic facility. We shared that after we had done the appropriate work on it to make sure that we were confident that this represented an expected outcome as a result of these activities.

Mr. LATHAM. So even though you are telling us that we all knew about everything February 11th, you did not tell anybody at the airlines to change their schedules or to adjust to it until last week? They got no detail until last week; is that correct?

Mr. HUERTA. We told the airlines that they should expect impacts as a result of a reduction in available hours for air traffic facilities starting in February, and we continued to make that case. What we shared last week were specific operational details.

Mr. LATHAM. So they could not do anything until last week?

Mr. HUERTA. I would not agree with that. They could certainly plan for a general reduction in capacity.

Mr. LATHAM. But if they do not know what that means, how can they plan?

Mr. HUERTA. The same way that we do; to plan for various scenarios.

Mr. LATHAM. Without any specifics as to what you are going to do?

Mr. HUERTA. We have been saying that we were going to furlough employees one day per pay period for a long time. That is a 10 percent reduction in available controller hours.

Mr. LATHAM. Moving on, I guess.

Last year you spent \$149 million in travel. What have you done to reduce the steps or what steps have you taken to reduce travel? And how much are you going to save this year?

Mr. HUERTA. Last year we did spend—it was in fiscal 2012—\$149 million. That represents 2 percent of the operating budget. We have reduced that to \$125 million this year. And that is limited to operational travel; for example, an aviation safety inspector needing to get to a particular facility to conduct an inspection or a technician needing to conduct work in repairs of facilities.

Mr. LATHAM. My time is expired.

Mr. Pastor.

Mr. PASTOR. Thank you, Mr. Chairman.

Now that you have made that determination about the furloughing and hours and pay periods, et cetera, what are you doing to continually communicate with the airline industry so that they can continue to play and avoid the problems that they have had in the last few days?

Mr. HUERTA. We have an every two hour operations call with the operations teams at the airlines. That takes place at our command center, which is located out in Warrenton, Virginia. What we share with them is what we are finding in terms of specific facility impacts as they develop over the course of the day, what airports might have introduced such things as ground delay programs, where we have to implement activities such as flow control programs so that we can manage it. And then, of course, you have to overlay on top of everything the weather. That will also affect how a facility is going to operate.

We want to keep that level of communication because what we need to understand is the network impacts of how all of these combinations of impacts at different facilities take place. The command center is really where all of that comes together and these conversations take place every other hour within the course of a day.

Mr. PASTOR. You had to extend the closing of the towers, the contract towers till June; correct? And that was because of a lawsuit. As I understand your testimony this morning, basically, that determination was made because of your EPA's—in order to ensure safety with the air traffic controllers you decided 149 contract towers was the number that you had to eliminate. Now, you are in court right now and we do not know what the decision is going to be, but what if the court says your decision does not merit closure so you have to reopen them?

Mr. HUERTA. I cannot comment on how the litigation will come out. I am not a lawyer.

Mr. PASTOR. Oh, just a for instance. I mean, take that as a hypothetical.

Mr. HUERTA. For instance would be for every dollar that I am unable to save through contract tower savings, then I have to find savings someplace else—either in other contracts or in payroll expenses. And so that could theoretically increase the number of days that I would require for furlough.

Mr. PASTOR. Now, as I understand your testimony, you looked at other contracts.

Mr. HUERTA. Yes.

Mr. PASTOR. And the determination is that you could not do it so you went to the furloughing of the air traffic controllers. Is it possible to relook at the contracts you have that you decided not to deal with in this round and maybe now knowing the problems that we are having with the delays, that you might be able to relook at that and say, well, I am going to go back to salaries and see if I can bring back more air traffic controllers and continue to avoid not the contract towers but the other contract cuts that you could make?

Mr. HUERTA. This is something that we are evaluating on a regular basis.

First the contracts; Yes, we have established targets for savings for particular contracts, and I have talked about some of the areas where we focused. Contract towers is one but we have also focused on training contracts. We focused on equipment expenditures for spare parts, as well as maintaining inventory so that we could respond quickly to things like outages and so forth.

What we do not want to do is cannibalize contracts to the effect that while we might be able to preserve employees, they would not be able to carry out their jobs because they do not have equipment, they do not have the tools they need to actually do their jobs. But that is something that we will monitor and we will continue to monitor very carefully as we go through these weeks and months ahead.

If I am able to achieve higher levels of savings in contracts, yes, then we can certainly, as we get later in the year, consider whether we have the ability to relax the furlough. That is something we will continue to monitor.

Mr. PASTOR. Mr. Chairman, I have the yellow light so I will yield back.

Mr. LATHAM. Thank you, Mr. Pastor.

Mr. ROGERS.

Mr. ROGERS. When did the furlough policy go into effect? What date?

Mr. HUERTA. The furlough itself went into effect with the pay period that began on Sunday, April 21st.

Mr. ROGERS. When?

Mr. HUERTA. Sunday, April 21st. The furlough itself. We had to notify employees. There were two notifications starting about five weeks ahead of that where we notified them of the possibility of furlough and then the intent that we were actually going to carry it out.

Mr. ROGERS. So that was April when they got the word in detail?

Mr. HUERTA. No, no, no. They got the detailed word—I will get back to you with an exact date but we did provide them an official notification that it would start, and I think it was a week or two before April 21st.

[The information follows:]

The FAA delivered official furlough decision notices to all affected employees on April 10, 2013. These notifications were mailed via certified mail to all employees in bargaining units that requested such delivery. Other employees received their no-

tices electronically through their FAA email accounts. The notice informed affected employees that they would be subject to furlough beginning April 21 through September 30, 2013 and that furlough times would be no more than 11 workdays or 88 hours.

Mr. ROGERS. Well, nevertheless, it was, what, a week ago? Ten days ago?

Mr. HUERTA. Yes.

Mr. ROGERS. Did I hear you correctly say that you first gave the airlines and airports and the infrastructure notice of how this thing was going to be applied last Wednesday?

Mr. HUERTA. No. What I said was that we provided notification to them of the general impact. We provided operational details on Tuesday.

Mr. ROGERS. I am not worried about general impacts. I want you to tell us when you told them the details of which airports, at what times they would have trouble. Now, that was last Wednesday as I understand it.

Mr. HUERTA. Tuesday.

Mr. ROGERS. Last Tuesday. Pardon me.

Mr. HUERTA. Yes.

Mr. ROGERS. Which was a few days before it went into effect.

Mr. HUERTA. That is correct.

Mr. ROGERS. And we have got hundreds of airports. We have got dozens of airlines. We have got millions of Americans wanting to make their plans for travel. Why did you wait until that long to tell these functionaries—the airlines, the airports, and the personnel—the detailed impact of sequester? Why wait that long? You have had this under consideration as you have said for several months, but you waited until hours before it was to be placed into effect to tell the relevant stakeholders. I find that shocking. A shocking lapse of management. Would you comment on that?

Mr. HUERTA. We built detailed schedules within each of these facilities, and we shared this information with the airlines as we had it.

Mr. ROGERS. And that was a few hours before it went into effect? But you have been doing this for months. Why could you not have brought them in earlier so that they could make their plans?

Mr. HUERTA. We have been talking about general impacts.

Mr. ROGERS. General impacts again. I am not worried about—they knew the general impacts.

Mr. HUERTA. But we have been talking about reduction in available controller hours of 10 percent for months.

Mr. ROGERS. But you did not tell them which airports, which airlines, which times.

Mr. HUERTA. We told them that they should expect significant impacts at major hub facilities.

Mr. ROGERS. Well, la-de-dah. Everyone knew that. That is what sequester is all about.

But it is important for them to plan their schedules and their hours and their planes and the airports, their management personnel. They needed to know detailed impact on them as early as could be had. And you had months to do that and yet you refused. I find that shocking.

Mr. HUERTA. I do not think we refused. I would say that what we wanted to do was conduct a proper schedule and analysis of it and then provide them the best information we could.

Mr. ROGERS. How did you inform them?

Mr. HUERTA. We informed them in a meeting that we had at the command center.

Mr. ROGERS. A meeting?

Mr. HUERTA. Yes.

Mr. ROGERS. Between whom?

Mr. HUERTA. Our operations team led by our air traffic organization.

Mr. ROGERS. Now, when did you inform the airlines, the airports?

Mr. HUERTA. We talked——

Mr. ROGERS. How did you inform them?

Mr. HUERTA. We talked in a meeting. We have had a number of meetings with the aviation industry, first about contract towers and then talking about the impacts associated from the furlough.

Mr. ROGERS. So you mean you got all the airlines in the room?

Mr. HUERTA. We get together with them every day in an operational capacity.

Mr. ROGERS. And there are hundreds of airports. Did you have them in the meeting?

Mr. HUERTA. The airports, not every airport is affected by the impacts of the furloughs, but we certainly identified through their associations the major impacted airports.

Mr. ROGERS. So you did this with a conference call?

Mr. HUERTA. No, with a meeting.

Mr. ROGERS. Did you ask them for their input, their suggestions, their ideas?

Mr. HUERTA. We are continuing to have that conversation. We shared with them this is what our analysis showed and we will continue that discussion every day going forward.

Mr. ROGERS. Did you take into account the complaints, the information that they gave to you?

Mr. HUERTA. Absolutely.

Mr. ROGERS. Were they shocked when you told them at the last minute of the impact on their airport, airline?

Mr. HUERTA. That is the investment in our Next Generation Air Transportation System. You would need to talk to them about what their reaction was but they expressed great concern.

Mr. ROGERS. Now, you mentioned I think that there were some long-term projects that FAA has invested in and that you do not really want to take much from those projects for fear of derailing the progress. Can you tell us what those projects are?

Mr. HUERTA. That is the investment in our Next Generation Air Transportation System.

Mr. ROGERS. In light of the current situation, do those projects really have priority over the operation of commercial air space?

Mr. HUERTA. There are two pieces to that answer. The first is I do not have the flexibility to transfer from my Facilities and Equipment account which funds those projects to the Operations account. But the second point is these projects will have important benefits for efficiency long term. And I think that we need to get on with making those investments to ensure efficiency.

Mr. ROGERS. Have you asked the Congress for those changes to allow you to do that?

Mr. HUERTA. No.

Mr. ROGERS. That is what I thought.

I yield.

Mr. LATHAM. Thank you, Mr. Chairman.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

Let me briefly revisit this matter of the contract tower closures.

In February, you anticipated the closures at 149 contract towers. In March, you announced that you would delay the closure of those towers until June. So you have stretched out that timetable. And you have already talked some about the kind of consultation that took place at various levels and has continued to take place about this. Let me ask you about the consultation that takes place with the local communities, the airports, airport authorities. I understand that some communities, maybe 50 or so, are trying to come up with their own resources to keep towers open as part of the FAA's nonfederal contract tower program. What steps would need to happen to make that a reality? How can you facilitate that transition? And let us say that transition does occur. There are various questions one might have about what happens to the FAA's equipment in the towers and so forth. Can you shed some light on that?

Mr. HUERTA. Sure.

About 50 have requested the ability to locally fund the federal contract tower that is currently existing within their particular community, and it is relatively straightforward to effect. It is simply a change in who is paying for the cost. We have offered that they could simply cover the cost of the FAA's contract or we have put them in contact with the contractor directly in order to negotiate their own agreement and their own contract to carry out the contract tower services.

Getting to June 15th does enable more time for those arrangements to be worked out. As it relates to the equipment in the facility, we have adopted a very liberal approach. If a community wants to take over the use of the equipment, we will continue to make it available and maintain it for that purpose to manage through this transition.

Mr. PRICE. Thank you. So you can make good use of this time you think in these cases?

Mr. HUERTA. Yes.

Mr. PRICE. All right. Let me return to another item raised earlier, the NextGen performance-based navigation procedures.

You spent a lot of resources to develop this, to develop these new procedures to streamline the arrivals and departures in the airports. Of course, the industry supports the implementation of performance-based navigation procedures. It will reduce the number of miles, the amount of fuel consumed.

Just a couple of questions about this. There have been some GAO studies that have indicated that one gap in this program may be a lack of controller training in the new procedures that has prevented them from being used fully. I wonder what you are doing to correct this, how you assess this, and what kind of corrective measures you have underway. And then here, too, what impact has

and will sequestration have on the development of these performance-based procedures, especially in the Metroplex environment? You talk about the desire to protect this program. You talk about the fact that you do not have unlimited flexibility to transfer funds back and forth. What I am asking is what you anticipate the practical effect of sequestration is likely to be near term, middle term.

Mr. HUERTA. Sure.

When the IG identified for us the matter of controller training, that is something that we concurred with. We have actually made it a significant area of focus. Controller training is essential. Not just training but also consultation with controllers in a collaborative fashion to actually understand how a new piece of technology or a new procedure is actually going to work, and what are the benefits that we are trying to get out of it? All of that is extremely important to being able to yield benefit and ensure that the thing actually gets used. That has been an extremely high priority for us.

We have focused on the deployment of technology systems such as ERAM and TAMR, but also on procedures—the performance-based navigation procedures that you talked about.

There is a near-term impact of our scheduling problem this year because in order to focus on preserving the activities of the operation we have called back controllers to their home facilities, and that is affecting their ability to work in the collaborative work groups as we work through sequester. The President's Budget for 2014 assumes that the sequester has been resolved, and it does provide resources to enable us to restart those collaborative activities and to ensure that we have the appropriate levels of involvement and training.

Mr. PRICE. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Price.

Mr. Cole.

Mr. COLE. Thank you, Mr. Chairman.

Mr. Administrator, I want to pick up where you left off because that was actually the line of questioning I was interested in pursuing earlier. You assume or the budget assumes for fiscal year 2015 sequester will end. What do you base that on? Are there in the budget alternative revenues or cuts that would, you know, justify that assumption?

Mr. HUERTA. Well, the entire president's budget is based on a premise that the sequester is resolved and we simply conform to that.

Mr. COLE. Has the president put forward a plan as to how it would be resolved?

Mr. HUERTA. Well, I think the president has put forward a plan that represents an appropriate balance between needs to make investments but at the same time—

Mr. COLE. Not exactly my question. I mean, does he tell us how he would replace the cuts?

Mr. HUERTA. Well, I think what the president is suggesting is that there needs to be an appropriate balance of expenditures and revenues.

Mr. COLE. Are you making alternative plans that if this assumption—I mean, it seems to me that is what got us into this problem.

I think everybody assumed the sequester would not occur. The president made that commitment in the campaigns, his regional idea. Honestly, I think that was probably the consensus in Congress as well. So I am not beating up on the president, but everybody assumed it would not happen. It seems to me a pretty dangerous thing to assume this is going to all go away.

Mr. HUERTA. Well, as I said, until we have the 2014 budget resolved and the issue of the sequester resolved, that does create for us a great deal of uncertainty in our ability to plan going forward.

Mr. COLE. Are you thinking about possible scenarios internally if you have to live with the sequester?

Mr. HUERTA. Yes.

Mr. COLE. Could you tell us what some of those things would be? And as you do that, just, again, you have operated within the limits of the law now, obviously. If you could change—what ways would you change the law today if you knew you had to operate this way? What additional flexibilities might you like that under current law you do not have?

Mr. HUERTA. Well, I think the policy question that this tees up is what does this mean for the National Airspace System and the operation of the aviation system in its totality? We have put forward a plan that would suggest that lower activity facilities are an area where we would want to perhaps focus on withdrawing federal resources. The rationale behind that is that these facilities can continue to operate safely and that they have less of an impact on the total operation of the National Airspace System. Now, as we know, that is not something that everyone agrees with but that represents certainly what a path forward could be.

Mr. COLE. What about the grants program? That has been one of the sheltered areas under current law. Would that be something you would recommend changing as well?

Mr. HUERTA. Well, we have put forward a proposal to change the structure of the grant program, and for large airports to enable an increase in the passenger facility charge from \$4.50 to \$8.00. This is, I think, widely supported by the large hub airports. What that would free up is it would enable us to have a smaller AIP program, and that program could then be focused on the smaller airports.

Mr. COLE. You do that assuming that sequester would go away. I am suggesting it may not go away. And so given that, would there be additional—it might be more money. Particularly, I do not know what it would be but do you have other ideas? Because I do think it is a long way from certain that the sequester will disappear.

Mr. HUERTA. Well, I think there are two dimensions to that. One is the nature of what is the will that we all have for where the federal interest is in aviation. Is it in all facilities providing the basic level of services? Or should we focus on the larger facilities?

Related to that is the appropriate balance between short-term and near-term investments. You have heard me express the view that we should not sacrifice the long term because that is how we get maximum efficiencies and savings in the future. Then there is the balance between operations and infrastructure. The question that you are asking is perhaps we need to relook at that balance. And I think that is certainly an appropriate area of consideration

for the appropriators for Congress generally, and that is something that we need to as a country figure out going forward if we are going to live with these constrained budgets in the future.

Mr. COLE. Well, as a word to the wise, and again, I am not singling you out. I think this is a problem we face in very single budgetary department that I deal with, but we assumed this thing was not going to happen and it did. I would be very careful about assuming that it would all go away because I am not at all convinced that it will. Thank you.

Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Cole.

Mr. Quigley is recognized.

Mr. QUIGLEY. Thank you, Mr. Chairman.

Good morning, sir.

Mr. HUERTA. Good morning.

Mr. QUIGLEY. The president's budget allows airports like O'Hare to raise their passenger facility charges up to \$8.00 in exchange for their willingness to spread some of those dollars to smaller airports as well to improve facilities. Given everything we understand with tight money and the sequestration, is this not the only way a lot of these improvements are going to take place?

Mr. HUERTA. Well, the president's proposal would reduce the base AIP program. If everyone that has a PFC, raises it to \$8.00, it does provide them with significant offsetting benefits and they are able to raise local resources to fund very significant improvements. That is something that is supported for the most part by the large airports. That enables us to focus the AIP program on those areas where they do not have the base of traffic that they would be able to generate sufficient revenues through a PFC.

Mr. QUIGLEY. So not just the large hubs but all the airports should, you would think, support allowing these airports to raise their fees?

Mr. HUERTA. I cannot speak for all of the airports, but in general, airports that have a passenger facility charge like having a passenger facility charge. They like the ability to generate local revenues, because for them that gives them a greater degree of certainty and ability to plan for long-term infrastructure programs.

Mr. QUIGLEY. Let me talk—because the horse is not quite deceased—on sequestration here and what you are doing. Can you talk a little bit about the policy decision? I believe the expression was it was going to be like a spread so that everyone feels the pain when you had these furloughs. The policy decision to do this across the board versus perhaps taking less strain off the large hubs, I guess the rationale on the one hand would be the volume, the sheer volume and how many people are connecting through these large hubs. Perhaps if we wanted to minimize the impact we would reduce the furloughs in those locations.

Mr. HUERTA. We did look at that option and the conclusion that we reached is that the National Airspace System is very much a interconnected network; that aircraft, crews, and passengers move through the entire system, and the way that aircraft get moved through the system is a combination of both large hubs and smaller facilities. Weather and other phenomena also factor in and what we concluded was that conducting the furloughs in an unequal

fashion would actually still produce significant disruptions and delays throughout the system and things that we could not possibly completely understand or mitigate.

The other thing is that what happens in a particular facility is affected by a number of factors. Clearly, our availability to accept aircraft at that facility is one factor, but other factors relate to how an airline chooses to build its schedule and how it chooses to manage its traffic as it goes through there. We concluded that we could not be in the business of picking winners and losers between particular hubs, particular geographic locations, or one facility versus another; that the most equitable way to deal with these network impacts was through a universal application of the furlough equally across the system.

Mr. QUIGLEY. Let me suggest that there is a calculus here that you describe that is beyond my pay grade, and I respect that. But with all due respect, I have a hard time believing that Atlanta, Chicago, and several other hubs impact on the entire system is, even with connectivity, is a lot bigger, no matter how you slice this, than several of these very small regional airports.

Mr. HUERTA. Well, let me just cite the examples over the last couple of days. One of the things—where we have an application of the furlough; what we have seen is there are differential impacts on different days based on what we are seeing in terms of actual traffic and weather situations. For example, over the last two days there have not been significant impacts in Chicago. Now, we are seeing that today. What we have seen in terms of impacts in Atlanta have, for the most part, not been as bad as what we would have modeled—

Mr. QUIGLEY. We are not in the busy summer travel season yet either.

Mr. HUERTA. Fair enough. What we are trying to anticipate as we work through this is what are things going to look like as we get into the busy summer travel season, and that is part of the discussion that we need to keep going.

Mr. QUIGLEY. All right. And I understand you do not want to pick winners and losers. I think you might want to pick volume versus smaller volume.

Thank you, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Quigley.

Mr. Joyce.

Mr. JOYCE. Thank you, Mr. Chairman.

Following up on my colleague's question, you had mentioned before in your testimony that there were some airports that were not impacted by this?

Could you tell me which ones those were?

Mr. HUERTA. It is a number of airports. For example, the Washington airports, they have a lot of available capacity that they are able to manage, and so the impacts, we would project, would be less than we would see in some other areas of the country. The major impacts that we see are in places like all three New York airports. It is a complex air space to operate within. These are very large facilities and are complicated to manage the air space and complicated to staff. And so that is one example of where we would see that.

I mentioned Atlanta. Atlanta is one where the impacts could be significant or they could be manageable, that is largely a function of the design of the airport. They have five parallel runways, so they have a lot of available capacity to operate within at that airport. It is the relationship between the facilities but also the design of the airfield and the schedules that airlines have.

Mr. JOYCE. But the cuts you decided to make were uniform across the board.

Mr. HUERTA. Because we determined that the network impacts on the entire system were such that if we were to do anything different, that there would still be significant disruptions and it would put us in the position of picking winners and losers.

Mr. JOYCE. Because I am somewhat new with this bear with me for a moment. When was the first time you heard the term "sequestration" and that it may apply to your budget going forward?

Mr. HUERTA. It was in the whole discussion that took place with the original passage of the Budget Control Act.

Mr. JOYCE. Did you prepare alternative budgets?

Mr. HUERTA. Alternative?

Mr. JOYCE. Budgets. One with the money that you thought you were going to get and another one with sequestration.

Mr. HUERTA. What we started focusing on at the beginning of the fiscal year was to plan for what would a cut look like against our budget; yes.

Mr. JOYCE. Okay. In that cut, did you cut any administration?

Mr. HUERTA. Yes.

Mr. JOYCE. Could you tell us what you cut?

Mr. HUERTA. We did significant reductions in all of our nonpay activities along the lines of what I talked about—training, travel. We cut—

Mr. JOYCE. You cut from \$129 million I heard you say to \$125 million in travel?

Mr. HUERTA. One forty nine. One forty nine.

Mr. JOYCE. I am sorry.

Mr. HUERTA. One forty nine to \$125. We also reduced our IT expenditures through a consolidation. The savings this year for that are about \$36 million. We have put a hiring freeze on. We got rid of contracts that were personal services contracts, essentially letting go contract and temporary employees.

We have greatly reduced our expenditures in spare parts and equipment and everything associated with that. And then in terms of the overhead functions—things like general counsel, finance, and so forth, I think a disproportionate reduction in those areas all with the goal of preserving the operating mission of the agency.

Mr. JOYCE. Okay. And those preparations took place over months?

Mr. HUERTA. Yes.

Mr. JOYCE. Who do you represent do you feel—the American public, the airline industry? Who would you view as being your end client?

Mr. HUERTA. The American public.

Mr. JOYCE. Okay. And if the aviation industry serves the American public and moves us across the country, why would you think that only last week would be a good time to bring them in and act

in concert with them—or as you say you told them what you were going to do—why would you not have engaged them earlier on and asked them for their input so they could do the proper reductions in their schedules so we could act in concert to serve the American public?

Mr. HUERTA. We have been working as diligently as we can to deal with what is an unmanageable situation. None of these are great choices, and what we wanted to do was to identify as precisely as we could impacts and manage them as best that we possibly could. As information became available we did share it with them.

Mr. JOYCE. I was not here for it, sir, so I just want to know why we are all of a sudden getting to this point and it seems in the last week it has all come into play when you have so many big stakeholders here that should have all been at the table from the get-go to make it work.

Mr. HUERTA. I have been talking about it since the start of the year.

Mr. JOYCE. I understand that. You said that a couple of times you have been talking about it but you just told the people who were servicing the American public on a daily basis about it last week. Last Tuesday you indicated.

Mr. HUERTA. No, we have talked about what they should expect in the way of impacts, what the impacts on our budget was. Last week what we were talking about was specific operational details.

Mr. JOYCE. Last week?

Mr. HUERTA. That is correct.

Mr. JOYCE. Last Tuesday?

Mr. HUERTA. That is correct.

Mr. JOYCE. And you never felt that you should engage them before last Tuesday on what the schedules could do?

Mr. HUERTA. We engage with them on a daily basis in operating the National Airspace System. But what we shared with them was specific schedules that we had built based on the impact of the furlough.

Mr. LATHAM. The gentleman's time has expired.

Mr. JOYCE. Sorry, Chairman.

Mr. LATHAM. I thank the gentleman.

We are going to hopefully have a quick last round here, and I know your schedule—I think we are about noon to depart. But a couple questions that I have yet.

There is a lot being made about the fact that domestic flights are down 27 percent from 2000 levels, and yet the budget has grown 109 percent since 1996. Can you explain the math on this and why the operation budgets are up that much but operations are down?

Mr. HUERTA. Well, simply put, the nature of the system has changed quite dramatically. The biggest increase has been consistent with the economy as a whole, an increase in payroll. We are a people-driven organization.

Second, we have made significant investments in new technology since that time, and that is with the long-term goal of transforming from a radar-based system to a satellite-based navigation system in the years ahead. We have also introduced significant new procedures that are intended to yield benefit for the traveling public

through reduced fuel burn and greater efficiency in the system. We are in a period of time where as we introduce the new technologies we need to continue to maintain the old technologies. Long term there will be significant savings.

Mr. LATHAM. You know, when we went through the process of doing the continuing resolution, OMB sent up a list of hundreds of anomalies to address individual funding problems and mandatory that you had to pay raises to some people so we had to fix this or we could not continue. Was there an anomaly request to fix the furlough problem?

Mr. HUERTA. I cannot comment on what OMB might have sent up, but we were certainly discussing with the FAA and the Department of Transportation what this impact was going to be.

Mr. LATHAM. So you never talked to OMB about an anomaly to fix the problem?

Mr. HUERTA. We shared with them what we expected the impacts to be.

Mr. LATHAM. I thought you said you did not talk to them.

Mr. HUERTA. No, we had discussions about how we were going to manage and what we expected the impact to be.

Mr. LATHAM. But you did not request that they bring an anomaly on their list of hundreds of changes that they needed to do the CR?

Mr. HUERTA. Well, I am not familiar with a list of 100 changes that they may have sent.

Mr. LATHAM. Well over that. Across the government wide they had a list of things that they needed in the CR to address certain problems. And apparently, but you did not tell them that you had a problem?

Mr. HUERTA. No, it was well known that we had a problem, sir.

Mr. LATHAM. So they did not respond to your request?

Mr. HUERTA. I cannot comment on those discussions that might have taken place.

Mr. LATHAM. You do not know if there was a request?

Mr. HUERTA. I cannot comment on how priorities were established within the continuing resolution. I really do not know.

Mr. LATHAM. But you are not aware of their having any request to Congress to fix this?

Mr. HUERTA. I am not aware of that.

Mr. LATHAM. Okay. So they insisted on the sequester back with the Budget Control Act and then when they have this problem that is very disruptive to the American people they made no effort to fix it? No request?

Mr. HUERTA. As I said, I am not familiar with what might have been sent up on behalf of the government as a whole.

Mr. LATHAM. I am going to quit a little bit early here but can you again look the American people in the eye and say the sequester will have no effect on safety?

Mr. HUERTA. Yes. The impact will be on efficiency, but we will not do anything to compromise safety.

Mr. LATHAM. Okay. Mr. Pastor.

Mr. PASTOR. I am going to follow my colleague, Congressman Cole, in that this budget is based on sequestration being removed by 2014 or the 2014 budget. But I have to tell you my expectation is that, as I said in my opening statement, that 2013 we had se-

questration and there is great likelihood that 2014, I think we are going to be at least part of the fiscal year in sequestration. I hope that regular order comes about and we have Chairman Rogers here and we had Ranking Member Lowey who I think would do it if possible. But I would join Congressman Cole to say that sequestration is going to continue into 2014 and we should all be prepared for it.

Mr. LATHAM. Thank the gentleman.

Mr. Rogers.

Mr. ROGERS. No questions.

Mr. LATHAM. Mr. Cole.

Mr. COLE. No questions.

Mr. LATHAM. Mr. Joyce.

Mr. JOYCE. No questions.

Mr. LATHAM. Wow. Maybe I should run the furlough.

Obviously, there is a lot of frustration from a lot of folks, and you are keenly aware of that. But I would hope that as we go through this process for next year that we keep an open communication line because we have some real tough decisions to make and there is a lot of concerns that we all have about going forward certainly with emphasis on safety but let me just say we want to continue that relationship. It is a difficult situation, obviously, but I wish you had come to us to actually let us know what we could do to fix the problem. We have heard nothing before and that is the frustration I think shared by Chairman Rogers and a lot of us here, but these are not insurmountable problems if, in fact, we cooperate and work together.

With that, thank you very much for your testimony today. And the hearing is adjourned.

Questions for the Record**House Appropriations Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies**

Federal Aviation Administration Fiscal Year 2014 Budget Hearing

The Subcommittee still awaits several responses from the FAA to their Questions for the Record. The Subcommittee appreciates that these questions are complex and voluminous, yet as of this date (9/25/13), multiple QFR's have not yet been answered or cleared. However, with the majority of the responses having been received, the Subcommittee is placing those available into the record. We look forward to FAA's cooperation in the future.

FAA NEXTGEN SCHEDULE AND COST

QUESTION: What progress has the FAA made in establishing costs and deadlines for NextGen?

ANSWER:

The FAA's National Airspace System Enterprise Architecture (NAS EA) is the blueprint for transforming the current NAS to the NextGen system. The NAS EA supports the annual budget development and is part of the agency's Acquisition Management System. It contains the integrated technical decisions, synchronized investments and the interdependencies across policies, operations, systems and technologies. The NAS EA is available on the FAA's public website: <https://nasea.faa.gov/>

Building on the EA, the FAA's National Airspace System (NAS) Segment Implementation Plan (NSIP) is the FAA's internal NextGen planning document. FAA publicly publishes a subset of the NSIP, known as the NextGen Implementation Plan (NGIP), annually. The NGIP lays out the overall timelines for deploying NextGen capabilities. Both documents set out targets and cost estimates for follow-on acquisitions and deployments, describe how the FAA plans to implement NextGen capabilities in the mid-term (present-2020) and is organized into portfolios of related operational improvements (OI). The FAA is currently updating the description of the OIs to provide additional detail on operational requirements and impacts. The annual update to the current Version 5.0 (approved in 2012) is scheduled to be completed in December 2013.

By December 2013, we will demonstrate the capability of the Integrated Master Schedule (IMS) to show the linkages and dependencies among the NextGen programs.

The IMS is a high priority for the agency and is a tool designed to capture tracks execution and progress of funded activities and programs for the NSIP portfolios. Additional, the IMS along with NSIP serve as the primary enterprise management tools to manage the integration and sequencing of NextGen initiatives. We will continue our effort to align the IMS as we update the NextGen Segment Implementation Plan (NSIP) to include all implementation activities through 2020.

The FAA continues to work on the IMS to capture the changes in programs' schedules as it impact the delivery of NextGen capabilities and ensure greater level of reporting NextGen Implementation timeline.

FAA NEXTGEN SCHEDULE AND COST

QUESTION: When do you expect the FAA to deliver a comprehensive NextGen plan, with milestones and completion dates for each NextGen program?

ANSWER:

The FAA's NextGen Implementation Plan, which was updated June 2013, provides a comprehensive overview of the FAA's plan to implement NextGen. As discussed in our response to the previous question, the NextGen Implementation Plan is supplemented by several other inter-related planning documents that support NextGen development and implementation.

AVIATION USER FEES

QUESTION: *The budget assumes the implementation of a new \$100 per flight mandatory surcharge. How much revenue is this fee expected to generate? Why is this new user fee needed?*

ANSWER:

The proposed fee would generate an estimated \$7.3 billion over the next ten years that would directly support all FAA programs, including the NextGen modernization effort. The Administration's purpose for the proposed air traffic service fees is to reduce the federal deficit and more equitably share the cost of air traffic services across the aviation user community.

AVIATION USER FEES

QUESTION: *The budget assumes the implementation of a new \$100 per flight mandatory surcharge. In developing this fee proposal, did the Department reach out to affected stakeholders for their input?*

ANSWER:

To ensure appropriate input from stakeholders on the design of the fee, the proposal would establish an expert Commission that could recommend to the President a replacement charge, or charges, that would raise no less in revenue than the proposed fee.

AVIATION USER FEES

QUESTION: *The budget assumes the implementation of a new \$100 per flight mandatory surcharge. Did the Department do an economic analysis of how this fee would affect the economy and jobs? If so, what were the administration's findings?*

ANSWER:

The proposal is a part of a comprehensive plan that reduces the deficit. Putting the federal budget on a sustainable fiscal path is a critical step toward ensuring a solid foundation on which to build a strong economy.

AVIATION USER FEES

QUESTION: *The budget assumes the implementation of a new \$100 per flight mandatory surcharge. How would the administration go about collecting this fee?*

ANSWER:

FAA would use flight plans filed with the FAA to assign flight surcharges to aircraft operators who fly in controlled airspace.

Currently, FAA has a billing and collection system for overflight fees. This system relies on flight plan information to charge fees for FAA services for aircraft flights that transit United States-controlled airspace, but neither land or depart from the United States.

The FAA expects that the current collection system for overflight fees can be modified to incorporate the proposed \$100 per flight surcharge.

PASSENGER FACILITY CHARGES (PFC)

QUESTION: *Your budget also includes a proposed increase for the Passenger Facilities Charge (PFC) from \$4.50 to \$8.00 per passenger, per flight, to justify a reduction of grants to large and medium sized airports. Did the administration consider the economic impact of this fee, which will increase ticket prices?*

ANSWER:

The Administration considered the economic impacts and benefits of the proposed increase in the maximum level for the Passenger Facility Charge (PFC). The FAA looked at two important economic considerations. First, the FAA considered that the current limit (\$4.50) was established in 2001 and would need to be raised to account for more than a decade of cost inflation since that time. The FAA utilized Department of Labor construction cost indices to determine that the equivalent PFC level would now need to be on the order of \$8.00.

The FAA also considered the overall capital funding needs for the nation's airports. By law, every two years the FAA prepares an analysis of the capital funding needs of the nation's airports. In September 2012, the FAA submitted a Report to Congress that showed capital funding needs of \$42.5 billion from 2013-2017. PFC revenues are a vitally important funding source for many airports.

The budget focuses on the traditional Federal grants to support medium hub, smaller commercial service, and general aviation airports that have more limited access to additional revenue or other outside sources of capital. At the same time, the budget proposes to increase the Passenger Facility Charge (PFC) limit from \$4.50 to \$8.00 and eliminates passenger and cargo entitlement funding for large hub airports, but maintains discretionary eligibility. The Budget proposes allowing all commercial service airports to increase the non-Federal Passenger Facility Charge, thereby giving airports greater flexibility to generate their own revenue. The grants-in-aid program enables FAA to advance important safety, capacity, efficiency and environmental improvements at more than 500 airports supporting commercial service airports, and more than 2,800 general aviation airports that provide critical functions at the national, regional and local level.

PASSENGER FACILITY CHARGES (PFC)

QUESTION: *Your budget also includes a proposed increase for the Passenger Facilities Charge (PFC) from \$4.50 to \$8.00 per passenger, per flight, to justify a reduction of grants to large and medium sized airports. Did you consult with industry stakeholders?*

ANSWER:

The FAA has repeatedly met with industry stakeholders on the subject of a potential PFC increase over many years. Many individual airports and airport executives, industry associations and consultants have pointed out that the larger airports have capital funding needs that far exceed the capacity of AIP grants, even before the Federal budget environment became so constrained. Moreover, PFC resources can be leveraged over time (i.e., they can be pledged against future debt-service payments), whereas AIP grants typically cannot.

The Office of Airports conducted stakeholder outreach workshops with representatives of airports, airlines and financial industry representatives during the last week of May 2013. This is being done as part of a periodic review of the PFC program to evaluate its efficiency and effectiveness and to identify opportunities for streamlining and other improvements.

PASSENGER FACILITY CHARGES (PFC)

QUESTION: *Your budget also includes a proposed increase for the Passenger Facilities Charge (PFC) from \$4.50 to \$8.00 per passenger, per flight, to justify a reduction of grants to large and medium sized airports. Does the Administration plan to engage with the authorizers on these two fee proposals?*

ANSWER:

The FAA has engaged with authorizing committees on these proposals. On April 15, 2013 FAA held a briefing for the House Transportation and Infrastructure Committee staff to discuss this proposal and other aspects of the President's FY 2014 Budget request.

**FAA Integration of Unmanned Aircraft Systems in Commercial
Airspace**

QUESTION: Could you elaborate on the data challenges faced by the FAA, and how you plan to improve access to data needed to integrate UAS into commercial aerospace?

ANSWER:

As part of the approval process for all Public (government) UAS operators, the FAA requires reporting on a comprehensive set of operational data. This reporting requirement includes 15 general parameters as well as 17 specific parameters associated with equipment malfunctions. Examples of general and specific data reporting requirements include but are not limited to: aircraft and ground station operational hours, number of flights, equipment malfunctions, lost communication with air traffic control, and lost command and control link.

In addition, since the GAO report was published, the FAA and DoD have been working to establish new mechanisms for the exchange of UAS data. We are working with DoD to supply the complete maintenance history of a MQ-9 Predator UAS. This will allow the FAA to analyze the data for unique UAS maintenance and design issues that will help establish civil aircraft certification standards and operational requirements (e.g. maintenance).

**FAA INTEGRATION OF UNMANNED AIRCRAFT SYSTEMS IN
COMMERCIAL AIRSPACE**

QUESTION: **UAS integration is a multi-agency effort by the FAA, DOD, DHS, and others. Do you believe you have the organizational leadership structures in place to successfully coordinate among these agencies?**

ANSWER:

In 2011, Congress created the UAS Executive Committee (ExCom). This high level body is made up of FAA, DoD, NASA, and DHS executives. The ExCom is coordinating many improvements for the approval of public UAS operations. In 2012, the Cabinet-level NextGen Senior Policy Committee oversaw the creation of a National Comprehensive Plan for UAS integration through the Departments and the inter-agency JPDO.

FAA's newly-created UAS Integration Office has helped streamline the UAS operational approval process for public aircraft. These organizational leadership structures have proven to be highly effective in addressing the coordination needs of the federal government.

**FAA INTEGRATION OF UNMANNED AIRCRAFT SYSTEMS IN
COMMERCIAL AIRSPACE**

QUESTION: Several states have passed or introduced legislation restricting UAS operations within their airspace. How would a patchwork of state laws affect your ability to conduct a national UAS research and demonstration program, including operation of the six test ranges?

ANSWER:

By law, the FAA is charged with ensuring the safe and efficient use of the airspace. This statutory authority preempts any state or local government from enacting a statute or regulation concerning the matters that are reserved exclusively to the United States Government. For example, a state law or regulation would generally be preempted if it: prohibits or limits the operation of an aircraft; sets standards for airworthiness; or establishes pilot requirements. However, state and local governments retain the authority to limit the aeronautical activities of their own state and local government departments and institutions. For instance, under most circumstances, it would be within the power of the state or local government to restrict the use of certain aircraft, including a UAS, by the state or local police or by a state department or university. Therefore, state laws will not impact a national UAS research and demonstration program.

NEXTGEN – PERFORMANCE BASED NAVIGATION PROCEDURES

QUESTION: *Performance Based Navigation (PBN) procedures continue to be desired by airlines because PBN is able to reduce miles flown, saving fuel and time. The Committee has been very supportive of PBN, even proposing \$5 million above the budget request in the House bill last year. The FAA reauthorization bill requires FAA to speed up the development and approval of PBN approaches, especially at the busiest commercial airports. It also required FAA to consider using third parties to develop these approach procedures, rather than in-house staff. What is the FAA's plan to push for beneficial Required Navigation Performance (RNP) procedures?*

ANSWER:

The FAA will use its five-phase collaborative implementation process to certify, publish, and implement the Required Navigation Performance (RNP) procedures. This includes: (1) project scoping and preliminary activities, (2) design and development, (3) operational readiness, (4) implementation, and (5) post-implementation monitoring. The PBN process involves negotiation and collaboration with representatives of the various FAA organizations, airport authorities, and aviation industry. In order to maximize benefits to all parties of interest, a procedures request evaluation process is being developed. This evaluation process will recommend design selection that will result in the best overall mix of procedures thus providing the greatest operational benefit at a specific airport.

The FAA has also worked to increase collaboration and transparency through, such measures as implementing a metrics utilization tool, called the PBN Dashboard, to provide both developers and the public information on the usage levels of these cost savings procedures. This information will greatly assist in targeting the lessons learned to improve designs going forward. Additionally, the Agency has also been closely working with industry partners, such as Airlines for America, to develop standardized development strategies to assist in increasing usage.

Meeting the deadlines in Section 213 of the FAA Modernization and Reform Act of 2012 is one of the Agency's highest priorities. When we were required to curtail our development efforts earlier this year due to the impacts of Sequestration and Furlough, we attempted to minimize the impact of these budgetary setbacks on reaching the Section 213 goal. That being said, timelines with regard to some metroplex projects were delayed and this will impact our ability to complete the Core 30 airports within the timeline of Section 213. However, in all other aspects, to include the non-OEP 35, we are very close to completing all required development work on schedule to meet the required timelines. As a Section 213 highlight, the first public Third Party procedure was published last month in Syracuse and has now begun post-implementation review as the other Third Party procedures continue development. FAA is finalizing the report to Congress as required in Section 213.

NEXTGEN – PERFORMANCE BASED NAVIGATION PROCEDURES

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ANSWER:

The FAA has developed an informational package explaining the concepts of new Performance-Based Navigation (PBN) procedures. The information was developed after months of collaboration with industry, controllers in the field, and other internal FAA organizations. We expect to make this information available by distributing it to air traffic control facilities throughout the National Airspace System in the near future. The long term goal is to develop training modules that will be available on the FAA's training site. Additionally, an interactive DVD explaining the basics of PBN will also be distributed to air traffic control facilities.

The FAA is also leveraging the experience of controllers with higher degrees of PBN experience through peer-to-peer engagements in order to overcome some of the cultural obstacles to PBN utilization.

A focus of the Metroplex project makes training a major part of the implementation process. Both an implementation plan and a training plan are developed in collaboration with the controller work force, aviation community operators, and other pertinent parties. Implementation of the procedures only occurs after all planned training is accomplished.

NEXTGEN – PERFORMANCE BASED NAVIGATION PROCEDURES

QUESTION: To what extent are you using third parties to speed the delivery of Performance Based Navigation benefits?

ANSWER:

FAA's use of third parties to speed the delivery of Performance Based Navigation provides benefits for public use. The FAA is currently using a third party to develop PBN procedures only within the context of the FY 2012 Third Party Vendor Demonstration Program. In this demonstration project, the Third Party Vendor is responsible for all aspects of life-cycle development, design, and implementation of the RNP procedures at five selected airports (Syracuse NY, Milwaukee WI; Anchorage AK; Dayton OH; and Buffalo NY) for the period of the contract.

The Third Party Vendor is delivering a total of ten RNP procedures (two for each airport) within two years of the contract award (May 11, 2012 to May 10, 2014). The vendor is tasked with conducting feasibility studies, site outreach, and environmental assessments; preparing all environmental paperwork; and providing pre and post implementation support at each location. The results of this demonstration project will be evaluated to determine future Third Party involvement in FAA RNP procedural development.

The vendor is contracted to complete this project by the end of May 2014. To date, none of the procedures has been fully implemented. After the procedures are developed and implemented at all five sites, the FAA will conduct an assessment of the Third Party Vendor Demonstration Program to determine the efficiency and benefits of using third parties to expedite the delivery of Performance-Based Navigation benefits.

NEXTGEN – PERFORMANCE BASED NAVIGATION PROCEDURES

QUESTION: What has been your experience so far with the third party demonstration program established in fiscal year 2012? Is it working?

ANSWER:

The FY 2012 appropriation included \$3 million dollars for the demonstration of third party development and delivery of two public Required Navigation Performance-Authorization Required (RNP-AR) procedures at five FAA-selected mid-sized airport locations. On May 10, 2012 the FAA awarded a two year contract to GE-Naverus, and its ITT-Excelis teammate for the design, deployment, and maintenance of public use RNP procedures. The selected airports are:

- SYR - Syracuse Hancock International Airport, Syracuse, NY
- MKE - General Mitchell International Airport, Milwaukee, WI
- ANC - Ted Stevens Anchorage International Airport, Anchorage, AK
- DAY - James M. Cox Dayton International Airport, Dayton, OH; and
- BUF – Buffalo Niagara International Airport, Buffalo NY

Initial coordination for the first site, Syracuse, began in June 2012, followed by Milwaukee in July 2012, Anchorage in October 2012, and Dayton in March 2013. Initial coordination for the final site Buffalo, NY is scheduled for July 2013.

The Third Party program delivered the first set of RNP design procedures at New York's Syracuse International Airport. The publication of the procedures was accomplished on June 27, 2013. Publication dates for procedures the remaining sites are currently:

- MKE - December 2013;
- ANC - February 2014;
- DAY - February 2014; and
- BUF - TBD

Typically following publication, a delay occurs to accommodate incorporation of the new procedure into aircraft databases before flight operations begin. The

Syracuse procedures published on June 27, 2013 are expected to be available in aircraft databases the week of July 21, based on a 28-day cycle Aero Navigation database update to the JetBlue (lead carrier at Syracuse) fleet Flight Management Systems. Other users may start using the procedure about the same time for the same reasons. In accordance with Post-Implementation requirements, utilization and assessment steps are conducted once the procedures begin being flown. Additionally, associated development costs of these procedures will be tracked. Preliminary results related to the effectiveness and utilization for the Syracuse procedures are anticipated at the start of FY 2014. The procedures that are developed are RNP-AR (Authorization Required) procedures, which require specific crew (training) and aircraft certification (authorization) in order to be flown.

The vendor is contracted to complete this program by the end of May 2014. After the procedures are developed and implemented at all five sites, the FAA will conduct an assessment of the Third Party Vendor Demonstration Program to determine the costs, efficiency and benefits of using third parties to expedite the delivery of Performance Based Navigation benefits.

Internal FAA's stakeholders work in collaboration with ANG Systems Analysis and Modeling group to initiate pre-data collection for the Post Implementation Procedure utilization tracking, and data collection for compilation of benefits analysis and report generation at the first site Syracuse beginning in August 2013. A similar approach will be followed for the remaining four sites of utilization data collection, and preliminary effectiveness assessment and initial benefits analysis start at least 30 days after each publication date.

FAA is currently capturing costs associated with the execution and implementation of this Third Party Vendor Demonstration. The collection and verification cost estimates for Syracuse is in progress, with an overall preliminary cost estimate report anticipated at the start of FY 2014.

LIBERTY INTEGRATED CONTROL FACILITY

QUESTION: *The FY 2013 request included \$95 million as a down payment toward a \$225 million “air traffic control facility of the future”. The facility would consolidate several existing facilities in the New York – New Jersey – Philadelphia region, and was to be called the “Liberty Integrated Control Facility”. The FY 2014 request contains \$235 million for this facility, but in the Immediate Infrastructure Investment (supplemental) request rather than the base budget. Why have you moved this to the supplemental request in FY 2014, and what does that mean for continued funding in future years?*

ANSWER:

The FY 2014 Budget provides \$10 million in the base facilities and equipment (F&E) account to provide additional analysis and planning in support of the proposed facility consolidation. A-11 Capital Budgeting rules require that any budgetary request for facility funding support usable segments – otherwise agencies will not be in a position to obligate funds until sufficient budgetary authority is available to fund an entire usable segment. To date, the research and analytics of a potential future facility have been funded. The FY 14 Immediate Infrastructure Investment (supplemental) request for the New York Integrated Control Facility (formerly Liberty Integrated Control Facility) funds construction of the ICF.

LIBERTY INTEGRATED CONTROL FACILITY

QUESTIONS: *The FY 2013 request included \$95 million as a down payment toward a \$225 million “air traffic control facility of the future”. The facility would consolidate several existing facilities in the New York – New Jersey – Philadelphia region, and was to be called the “Liberty Integrated Control Facility”. The FY 2014 request contains \$235 million for this facility, but in the Immediate Infrastructure Investment (supplemental) request rather than the base budget. Have you determined a location for this facility, and what are your specific plans for FY 2014 to move this project forward?*

ANSWER: FAA has not yet identified a location for the new facility. In December 2012, the FAA issued a request for information (RFI) to gain insight into potential available locations. The RFI expressed FAA’s openness to all manners of land transfer resulting in Federal (FAA) ownership of the land. The RFI was issued solely as vehicle for gathering information that could assist with the planning process. An RFI does not constitute a solicitation and does not require the Government to issue a future solicitation. FAA plans to use the information gathered from the RFI in 2014 to validate requirements and possibly inform Environmental and Engineering studies.

LIBERTY INTEGRATED CONTROL FACILITY

QUESTION: What other air traffic control facilities do you plan to consolidate?

ANSWER:

The New York Integrated Control Facility (formerly Liberty Integrated Control Facility) intends to combine operations from two facilities: NY Air Radar Traffic Control Center (ARTCC) (ZNY) and NY Terminal Radar Approach Control (TRACON) (N90). At this time, no other facilities are being considered.

LIBERTY INTEGRATED CONTROL FACILITY

QUESTION: **Have you identified specific savings that would result from consolidation?**

ANSWER:

The potential for cost savings that could result from the consolidation are currently being identified and evaluated.

“BEST EQUIPPED – BEST SERVED”

QUESTION: Can you explain FAA’s plan or strategy, with milestones and measures, to implement “best equipped – best served” in a way that accelerates equipage by a significant number of users in the nation’s airspace?

ANSWER:

The Federal Aviation Administration is currently conducting a series of demonstration projects directly related to the “best equipped-best served” (BEBS) concept. The successful outcome of these demonstrations will support a national implementation strategy for a set of operations where those operators that have invested in modern aircraft navigation equipage would be allowed to take full operational advantage of their investment. The goals of these operational incentives are to increase the NextGen capability of as many aircraft in the national airspace as possible and to increase benefits captured by aligning appropriately capable aircraft, air traffic, and airport environments.

Three demonstration projects in support of this concept are currently in progress or under re-evaluation:

- First initiative proposes utilizing modification to traffic management procedures and Area Navigation (RNAV) Required Navigation Performance (RNP) Authorization Required (AR) standard instrument approach procedures at John F. Kennedy International and Midway airports for properly-equipped aircraft to remedy airport configuration conflicts.
- The second initiative, operational incentives involving ADS-B East Coast offshore routes for aircraft equipped with ADB-B OUT rule-compliant avionics would be offered.
- The third initiative offers operational benefit for ADS-B In-Trail Procedures. This incentive makes use of ADS-B surveillance to allow for transition to optimal altitudes in non-radar airspace, using NextGen capability to improve the flexibility for the route of flight when flying over the ocean outside radar coverage.

The FAA has developed a program plan (including measurable milestones) to support successful development and implementation for the three demonstration projects discussed. These milestones include development, simulation, analysis of operational incentives scenarios, concept validation and verification (V&V), identification and documentation of relevant Air Traffic Management policies and procedures, and preparation and execution of applicable training for the air traffic controllers and flight crews.

The FAA also has efforts already underway to deliver benefits to those aircraft that already have NextGen capabilities that are distinct from operational incentives. Examples of on-going efforts to deliver benefits to those aircraft that already have some NextGen capabilities include:

- The Greener Skies Over Seattle initiative;
- The Optimized Approach Procedures in the Metroplex effort;
- Provision of ADS-B surveillance services in the Gulf of Mexico;
- Wide Area Multilateration (WAM) to track aircraft along difficult approaches in Alaska and Colorado; and
- Upcoming DataComm trials to test departure clearances for aircraft.

“BEST EQUIPPED – BEST SERVED”

QUESTION: The NextGen Management Board tasked a workgroup to identify, by airport, airline candidates for implementation in the near term. Where does that effort stand today?

ANSWER:

In December 2011, the NextGen Management Board tasked a workgroup to identify a selection of operational candidates/scenarios that would provide specific input to the development of an operational incentives policy, identify and mitigate operational issues that may result from widespread adoption of a new service prioritization founded on a flight’s capabilities, deliver operational benefits, and could be piloted in the near-term.

Workgroup membership included from the Agency’s Lines of Business along with the industry stakeholders. The potential pool was reduced to the “Top 10” candidates through assessment of implementation timeframe, operational viability, risk, etc. They are organized into five technological and use areas, referred to as “best equipped-best served” (BEBS) 1, 2, 3, 4, and 5. The FAA is currently in progress of implementing three of the technological and use areas.

ESTIMATES FOR SERVICES, CONFERENCES, TRAVEL & BONUSES

QUESTION: For all of FY 2012, and for the first two quarters of FY 2013, please provide the amounts and purposes for conferences hosted by the FAA.

ANSWER

The requested information on conferences is attached. This data was from a combination of various sources, including:

1. Conference request packages approved by the Administrator's office (which reflect estimated costs for conferences that involve 20 or more persons);
2. Data which was already assembled to support web reporting of conferences greater than \$100,000 as required by OMB memo M-12-12; and
3. Other documentation that we had collected for other purposes.

The FAA's accounting system is not designed to accumulate all costs associated with a conference. Thus, the attached are estimated costs.

CONFERENCES HOSTED BY FAA DURING FY 2012 AND FY 2013 THROUGH MARCH 31, 2013

Scope: Conferences hosted by FAA during FY 2012 and FY 2013 through March 31, 2013.

Sources: This list was assembled from:

- (1) conference request packages approved by the FAA Administrator (20 persons or more attending), which reflect estimated costs of the conference;
(2) and materials already assembled for year-end web reporting of conferences >\$100,000 as required by OMB memo M-12-12.

Title	Dates	Location	Venue	Purpose	Estimated Amount
15th Annual FAA Commercial Space Transportation Conference	February 15-16, 2012	Washington, DC	Washington Convention Center	The purpose is to further part of AST's mission: "to encourage, facilitate, and promote U.S. commercial space transportation." The conference provides the opportunity to interact with the commercial space transportation industry through panel sessions and networking time.	\$ 51,000
FAA Senior Executives Workshop	April 25-27, 2012	Shepherdstown, WV	U.S. Fish and Wildlife Service Training Center	This workshop ensured that there was clarity and energy among the Federal Aviation leadership team on 2012 goals, provided a shared understanding of expectations under the recently-enacted reauthorization bill, shared leadership updates, and provided training in targeted areas including diversity.	\$ 129,478
ATO Supervisors Committee (SUPCOM) Annual Tri-Option Training Conference	April 30 - May 4, 2012	Kansas City, MO		This conference allowed supervisors within the Federal Aviation Administration's Air Traffic Organization to present and share information across their sub-organizations of Terminal, En Route, System Operations, Flight Service and Technical Operations to promote safety and enhance efficiency. This was achieved in part with the introduction of a Professional Standards-like program for field supervisors that was adopted by senior leadership and became effective September 4, 2012 in accordance with JO1110.90i. There is no other setting available that provides the opportunity for systemic benefit to the leaders of the Air Traffic Supervisory community thus making the conference mission critical to disseminating information.	\$169,020
Avionics and Flight Test Standardization Workshop	May 15-17, 2012	San Antonio, TX		This workshop improved aviation safety oversight, facilitated the creation of guidance documentation, better enabled implementation of that guidance, and enhanced the performance of both field and policy writing personnel. The FAA is in the final stages or issuing the part 5 SMS rule. The issuance will satisfy the requirements in Public Law 111-216. Within the next 6 months, Flight Standards and all part 121 certificate holders will need to ready themselves to begin implementation and oversight in a regulatory environment. This conference will provide a forum for active discussion of developed guidance materials, tools and strategies for the development of an SMS that will comply with the part 5 rule. This information sharing will provide strategies that service providers will use to remain agile on the business front while developing and implementing an integrated SMS within the time constraints defined in part 5.	\$140,027
FAA Safety Management System (SMS) Focus Group	June 19-21, 2012	Denver, CO	Marriott Renaissance		\$ 29,940
Office of Aviation Safety (AVS) National Awards Ceremony	July 19, 2012	Washington, DC	FAA Headquarters Building	Recognizes and showcases extraordinary efforts in the aviation field with 12 categories—3 group awards, and 9 individual awards.	\$ 53,403

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Title	Dates	Location	Venue	Purpose	Estimated Amount
FAA Enroute Automation Modernization (ERAM) Steering Committee and National User Team (NUT) Conference	July 23-27, 2012	Memphis, TN	Courtyard Marriott Memphis Downtown	The ERAM Steering Committee will develop and recommend a common understanding of ERAM program priorities in the context of shared awareness of program, site, workforce, and broader Agency needs. Based on this principle, it provides a forum to support the following activities: • Provide guidance and direction around issues impacting the program schedule or key milestones . • Propose a commitment of resources and/or synchronized planning between the program office, the workforce, and the sites. • Maintain shared awareness of success criteria and implementation milestones to be reviewed as program rollout progresses. • Prioritize strategic issues as it relates to operational capability needs, new or changed investment decisions, program risks, and overall program performance. • Monitor both health and performance of the system and the rollout schedule across the program.	\$78,243
First Annual FAA Flight Standards Asia-Pacific Meeting	August 14-16, 2012	Long Beach, CA	Long Beach Westin Hotel	The agenda will focus on technical discussions regarding FAA best practices beyond those presented through International Civil Aviation Organization (ICAO) regional meetings and will allow for a venue to consolidate of recurring bilateral meetings with China and Korea. The location of the meeting took into consideration access to foreign nationals to the U.S. and the location of FAA regional/field offices to reduce support costs.	\$68,754
Interest Based Communication (IBC) Seattle	August 27-30, 2012	Seattle, WA	Doubletree Hotel - Seattle Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$29,182
3rd Annual FAA National Civil Rights Training Conference, "Airport Civil Rights: Get it Right"	August 28-30, 2012	Arlington, VA	Ritz-Carlton, Pentagon City	To provide training to airport grant recipients, their representatives, small business, and other FAA stakeholders. To address all aspects of civil rights and nondiscrimination compliance affecting airports around the country.	\$34,148
Pilot's Bill of Rights Training on the Federal Rules of Evidence and Federal Rule of Civil Procedure for FAA Enforcement Attorneys	September 10-17, 2012	Boulder, CO	National Institute For Trial Advocacy (NITA) Training Facility	This training ensured that FAA enforcement practioners were properly trained in and prepared for the new Pilot's Bill of Rights (Public Law 112-153) including changes in the nature of the National Transportation Safety Board's rules practice and other legal ramifications of this new law.	\$ 305,435

Title	Dates	Location	Venue	Purpose	Estimated Amount
Joint Independence/ Pittsburgh District Meeting	September 11-13, 2012	State College, PA	Ramada Conference and Golf Hotel	To pursue/facilitate the merger of the Pittsburgh and Independence facilities, including staffing, budget, points of contact, leadership and responsibilities.	\$40,452
Part 23 Program managers' Meeting	September 11-13, 2012	Kansas City, MO	FAA Central Region Office Auditorium	This meeting is to bring FAA 14 CFR Part 23 Program Managers from 13 Aircraft Certification Offices (ACOs) together to hear about new and ongoing small airplane certification and validation activities, discuss those activities, share views and challenges, and establish lines of communication for ongoing certification activities. Foreign air worthiness officials are also invited to this meeting to establish lines of communication for ongoing validation projects from European Aviation Safety Agency (EASA), Canada, Russia, Australia, New Zealand, Argentina, Brazil, and China.	\$56,612
South/Central Florida Study Team Final Outreach Meeting	September 11-13, 2012	Miami, FL	Miami Intl. Airport 4th Floor conference room	Conduct the third and final outreach sessions for the South/Central Florida Optimization of Airspace and Procedures in the Metroplex (OAPM) study team. The study includes recommended changes to, and establishment of, Performance Based Navigation (PBN) procedures and airspace changes for the affected airports. The recommended procedures will be discussed as well as the predicted savings in flight plan distances, reduction in fuel burned, and estimated CO2 savings. The study team's final report will incorporate the recommendations and agree positions and is due to be released no later than September 28, 2012.	\$31,815
Interest Based Communication (IBC) Chicago	September 11-13, 2012	Chicago, IL	Four Points Sheraton Chicago O'Hare	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$29,483
Interest Based Communication (IBC) Philadelphia	September 18-20, 2012	Philadelphia, PA	Embassy Suites Hotel	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$ 37,206

Title	Dates	Location	Venue	Purpose	Estimated Amount
Air/Ground Communications National Operational Working Group	September 18-20, 2012	Fort Worth, TX	Hilton Hotel Ft. Worth	The National Operational Working Group (NOWG) Meeting is a critical event for the management and implementation of several national Air-Ground Communications (A/G Comm) Facilities and Equipment programs, including the Next Generation Air/Ground Communications (NEXCOM) Segments 1 and 2, Communications Facilities Enhancement (CFE), Airport Cable Loop (ACL) Systems, Radio Control Equipment (RCE), and Radio Frequency Interference (RFI). These programs are managed on a national level by the Communications, Information, and Network Services, AJM-31. The NEXCOM programs are OMB-300 level programs that are being installed (along with the UHF Radio Replacement program) at over 150 sites per year by the FAA's Engineering Services (ES). The Service Centers' Planning and Requirements (P&R) organization manages the waterfall schedules and coordinates requirements for each Service Area for all A/G Comm projects.	\$90,637
Aviation Safety InfoShare	September 18-20, 2012	Atlanta, GA	Atlanta Marriott Marguis	The InfoShare Meeting is held twice a year to allow operators the opportunity to share the results of their studies from proactive safety programs, including Aviation Safety Action Program (ASAP) and Flight Operations Quality Assurance (FOQA). InfoShare allows the safety community an opportunity to meet and share safety issues, and concerns, best practices for data analysis" and successful mitigation strategies. Other voluntary safety programs, including Air Traffic Safety Action Program (ATSAP) and Maintenance Flight Operational Quality Assurance (MFOQA) are also present at this meeting.	\$90,322
Commercial Space Transportation Advisory Committee (COMSTAC)	October 10-11, 2012	Washington DC	National Housing Center	The committee provides information, advice, and recommendations to the FAA Administrator on all matters relating to U.S. commercial space transportation industry activities. The committee does not exercise program management or regulatory development responsibilities and makes no decisions directly affecting the programs on which it provides advice. The committee provides a forum for the development, consideration, and communication of information from a knowledgeable, independent perspective.	\$18,363
Annual Verification & Validation (V&V) Summit	October 10-11, 2012	Egg Harbor Township, NJ	Clarion Hotel	The William J. Hughes Technical Center's Technical Strategies and Integration Group plans to host its 8th annual two-day Verification and Validation (V & V) summit. The summit is intended for test and evaluation, system engineering, research and development, safety practitioners and managers and is tentatively scheduled for 10-11 October 2012. The V&V summit is a technical forum that focuses on acquisition life cycle V&V. It will promote V&V as a best practice to attain an agency-wide philosophy; explore new ways to apply V & V that will optimize product acquisitions and improve decision making; promote a quality V & V culture by presenting shared visions and new approaches that efficiently support the implementation of effective products; and socialize consistent terminology, practices, etc. The summit also will provide an opportunity to discuss successes, lessons learned, and future needs that underscore the importance of embracing quality V & V principles as we transition the NAS to NextGen. Guest speakers will be invited from the FAA, other government organizations, industry, and academia.	\$22,040

Title	Dates	Location	Venue	Purpose	Estimated Amount
Flight Standards Division Managers and Professional Airways Systems Specialists (PASS) Leadership Meeting /20th Annual National Awards Ceremony	October 16-18,2012	Washington, DC	FAA Building	This meeting includes Flight Standards Division Managers and Professional Airways Systems Specialists (PASS) leadership and is designed to promote collaboration between Management and Labor Union representatives. The meeting provides information and encourages discussion on a wide-variety of subjects to include; best practices, technical and administrative improvements, and leadership development. This meeting will follow a structured agenda over the course of two and a half days, October 16-18, 2012. This program affords employees an opportunity to recognize the exceptional accomplishments of their colleagues in 17 categories; 2 group awards and 15 individual awards. This ceremony is to present these employees with plaques at the Flight Standards Service Annual National Awards Ceremony.	\$79,402
NY/NJ/PHL Airspace Redesign Tri Center Boundary High Fidelity Human in the Loop	October 22-26, 2012	McLean, VA	MITRE Building	NY/NJ/PHL Airspace Redesign Tri Center Boundary High Fidelity HITL between ZDC, ZNY,ZBW, HITL, evaluates the interactions across facility boundaries at the high altitudes, focusing on over flights and downstream impacts of design changes and mitigates as required to align and integrate the future route structure with the current operations.	\$51,050
Interest Based Communication (IBC)- Boston	October 23-26, 2012	Boston, MA	Embassy Suites Boston Logan Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$52,631
End of Season Review/ Collaborative Decision Making Meeting	October 23-25, 2012	McLean, VA	MITRE Building	The meeting will include an end-of-season operational review to discuss what worked well and what did not work well during the just-completed severe weather season, and to share insights and new ideas to improve operations for the coming year; and a Collaborative Decision Making general session meeting to review CDM mission, general direction and activities towards enhancing the system efficiencies for the national airspace system.	\$92,594

Title	Dates	Location	Venue	Purpose	Estimated Amount
FAA En Route Automation Modernization (ERAM) Steering Committee & National User Team (NUT) Conference	November 5-9, 2012	Kansas City, MO	Marriott Kansas City Downtown	To develop and recommend common understanding of ERAM program priorities in the context of shared awareness of program, site, workforce, and broader Agency needs. Includes the following: • Provide guidance and direction around issues impacting the program schedule or key milestones . • Propose a commitment of resources and/or synchronized planning between the program office, the workforce, and the sites. • Maintain shared awareness of success criteria and implementation milestones to be reviewed as program rollout progresses. • Prioritize strategic issues as it relates to operational capability needs, new or changed investment decisions, program risks, and overall program performance. • Monitor both health and performance of the system and the rollout schedule across the program.	\$87,799
Interest Based Communication (IBC)- Orlando	November 6- 8, 2012	Orlando, FL	Embassy Suites Orlando Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$36,726
Interest Based Communication (IBC) - San Diego	November 6- 8, 2012	San Diego, CA	The Bristol Hotel-San Diego	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$54,817

Title	Dates	Location	Venue	Purpose	Estimated Amount
Continuous Lower Energy, Emissions and Noise (CLEEN) Consortium	November 7-9, 2012	Atlanta, GA	Aerospace Systems Design Laboratory, Georgia Institute of Technology	A consortium is held every six months to review technical progress, issues and risks and fulfills annual reporting requirements as stipulated by contract for the Continuous Lower Energy, Emissions and Noise (CLEEN) program. The consortium also provides opportunities for CLEEN industry partners to share progress with the public in an open plenary session, which is held annually in the fall. Government only sessions provide opportunities to collaborate with other government stakeholders and coordinate complementary technology research. Approximately 30 attendees are expected to participate in the government only sessions and approximately 80 are expected to attend the open plenary session. Several agencies will participate including NASA, EPA, and DOD.	\$5,996
Third Aviation Climate Change Research Initiative (ACCRI) Symposium	November 27-29, 2012	Virginia Beach, VA	Sheraton Oceanfront Virginia Beach	Third Annual Symposium to discuss three years of Aviation Climate Change Research Initiative (ACCRI) progress among the ACCRI investigators and other aviation - climate change experts.	\$11,474
Interest Based Communications (IBC) - Atlanta	November 27-29, 2012	Atlanta, GA	Embassy Suites Atlanta Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$48,464
Interest Based Communications (IBC) - Phoenix	December 4-6, 2012	Phoenix, AZ	Embassy Suites Phoenix-Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$64,863
Interest Based Communications (IBC)- Kansas City	December 11 - 13, 2012	Kansas City, MO	Hilton Hotel Kansas City Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$ 47,672

Title	Dates	Location	Venue	Purpose	Estimated Amount
Transport Airplane Directorate Part 25 Program Managers' Meeting	January 23-24, 2013	Bellevue, WA	Hyatt Hotel	To provide aircraft certification office program managers, who work on transport airplane projects, an overview of recent and future technical part 25 rule and guidance changes, and new and revised procedural improvements for part 25 projects. In addition, AIR-100 will be invited to participate to share any updates in part 21 policy and guidance. This meeting also provides an opportunity for the program managers to give feedback to the transport Airplane Directorate for improving their support to the aircraft certification offices.	\$65,384
Interest Based Communications (IBC) - St. Louis, MO	January 29-31, 2013	St. Louis, MO	Embassy Suites St. Louis Airport	IBC is Phase II of the collaborative workgroup process that was enacted as a result of President Obama's signing of E.O. 13522. This training session will prepare our Joint Sponsors (Facility air traffic managers and NATCA facility representatives) to identify issues and interests in recognizing positions in bargaining, leading, and in everyday interactions. Interpersonal and relationship building skills will be refined by increasing their understanding of why difficult conversations are avoided. They will learn and practice new strategies in the collaborative process through a variety of generic and FAA specific case studies. This program will help to achieve the Air Traffic Organization long-term success by maximizing its performance and ability to provide a more positive customer focused workplace.	\$62,792
Professional Standards Program- Philadelphia Area Training	January 29-31, 2013	Philadelphia, PA	Embassy Suites Philadelphia Airport	To provide training for those bargaining unit employees selected as committee members and to provide briefings to management on the Professional Standards Program.	\$35,446
Phoenix Study Team Optimization of Airspace & Procedures in a Metroplex (OAPM) outreach meeting	January 31, 2013	Phoenix, AZ	US Airways Corporate Offices, 4000 E. Sky Harbor Blvd.	Establish what airspace/airports will be included in Metroplex Study Area • Establish an understanding of current operations • Characterize major flows • Elicit feedback on efficient and/or underutilized/inefficient current procedures • Assess usage level/functionality of current PBN-based procedures Identify and characterize operational challenges • Problem areas, sectors, chokepoints • SAAs or other airspace constraints • Identify planned near-term operational improvements • New procedures/projects in development • Equipment/challenges Collect input from Facilities, Users, Community Leaders, and Industry • Outline issues and potential solutions in spreadsheet in real-time • Observe operations, if needed Requested by Study Team SMEs • Recommended by Facilities • Create a schedule and agenda for next visit	\$28,042

Title	Dates	Location	Venue	Purpose	Estimated Amount
Operations Specifications Working Group	February 5-6, 2013	Washington, DC	Heritage Center Navy Memorial	The Operations Specifications Working Group (OSWG) is sponsoring a quarterly meeting between representatives of Part 121 and 135 Air Carriers and the FAA. The group discusses industry concerns regarding authorizations, flight procedures, and operational policy. The FAA presents draft material for comment and technical input from the air carriers. The end products are improved air carrier authorizations in the form of Operations Specifications and clearer associated guidance documents.	\$7,654
16th Annual FAA Commercial Space Transportation Conference	February 6-7, 2013	Washington, DC	National Housing Center	The purpose is to further part of AST's mission: "to encourage, facilitate, and promote U.S. commercial space transportation." The conference provides the opportunity to interact with the commercial space transportation industry through panel sessions and networking time.	\$19,771
TOTAL					<u>\$ 2,548,266</u>

**Latham-33
AOC**

ESTIMATES FOR SERVICES, CONFERENCES, TRAVEL & BONUSES

QUESTION: For all of FY 2012, and for the first two quarters of FY 2013, please provide the amounts and purposes for contracted public relations services.

ANSWER

The Federal Aviation Administration did not contract out any public relations services during this time period.

**ESTIMATES FOR SERVICES, CONFERENCES, TRAVEL AND
BONUSES**

QUESTION: For all of FY 2012, and for the first two quarters of FY 2013, please provide the amounts and purposes for outside counsel.

ANSWER:

In FY 2012, FAA spent \$626, 848.54 on outside counsel. In the first two quarters of FY 2013, FAA spent \$1,075,240.89 on outside counsel. All of the outside counsel fees were for professional services required to support FAA's defense of class action litigation. The services included legal advice on strategic and representation issues, review and analysis of legal issues and underlying documentation, preparation and conduct of depositions, witness interviews, document production, motion reviews, and a myriad of discovery matters.

**ESTIMATES FOR SERVICES, CONFERENCES, TRAVEL AND
BONUSES**

QUESTION: For all of FY 2012, and for the first two quarters of FY 2013, please provide the amounts and purposes for workmen's compensation.

ANSWER: During FY 2012, we accrued \$94, 903,988 in workers' compensation costs. Of that, \$9,059,781 was accrued in medical expenses and \$85,844,207 in wage loss compensation.

Through the first two quarters of FY 2013, we accrued \$40,776, 979 in workers' compensation costs. Of that, \$4,757,095 was accrued in medical expenses and \$36,019,884 in wage loss compensation.

**Latham-36
ABA**

ESTIMATES FOR SERVICES, CONFERENCES, TRAVEL & BONUSES

QUESTION: For all of FY 2012, and for the first two quarters of FY 2013, please provide the amounts and purposes for Senior Executive Service personnel travel.

ANSWER

The listing of all Senior Executive Service personnel travel during the subject time period is below. The list includes a total of 3,770 trips taken by 221 executives for a total cost of \$4.6 million.

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ALBAUGH, JOEY	SITE VISIT	8/20/12	MELBOURNE, FL	\$706	2
ALBAUGH, JOEY	TRAINING ATTENDANCE	7/26/12	LAS VEGAS, NV	\$2,147	4
ALBAUGH, JOEY	CONFERENCE ATTENDANCE	4/30/12	OKLAHOMA CITY, OK	\$1,351	3
ALBAUGH, JOEY	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$497	4
ALBAUGH, JOEY	INFORMATION MEETING	3/5/12	ATLANTIC CITY, NJ	\$465	2
ALBAUGH, JOEY	CONFERENCE ATTENDANCE	1/9/12	CHARLOTTESVILLE, VA	\$584	3
ALBAUGH, JOEY	CONFERENCE ATTENDANCE	10/16/11	ORLANDO, FL	\$1,053	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	11/26/12	PALM COAST, FL	\$612	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	10/24/12	SEATTLE, WA	\$1,138	5
ALEXANDER, SUZANNE G	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,891	7
ALEXANDER, SUZANNE G	CONFERENCE ATTENDANCE	9/17/12	WASHINGTON, DC	\$1,356	5
ALEXANDER, SUZANNE G	INFORMATION MEETING	9/10/12	STATE COLLEGE, PA	\$1,788	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	9/5/12	NEW YORK, NY	\$564	1.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	9/4/12	VINT HILL FARMS, VA	\$564	1.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$968	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	8/20/12	WASHINGTON, DC	\$1,033	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	8/16/12	CHARLOTTE, NC	\$658	1
ALEXANDER, SUZANNE G	INFORMATION MEETING	8/6/12	ARLINGTON, VA	\$1,345	5
ALEXANDER, SUZANNE G	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,304	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	6/25/12	PALM COAST, FL	\$634	5
ALEXANDER, SUZANNE G	INFORMATION MEETING	6/20/12	OKLAHOMA CITY, OK	\$1,149	2
ALEXANDER, SUZANNE G	INFORMATION MEETING	6/11/12	NEW YORK, NY	\$876	2
ALEXANDER, SUZANNE G	INFORMATION MEETING	6/4/12	WASHINGTON, DC	\$1,379	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	5/31/12	WASHINGTON, DC	\$1,075	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,394	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	3/28/12	LAKELAND, FL	\$1,358	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	3/26/12	KNOXVILLE, TN	\$405	1
ALEXANDER, SUZANNE G	INFORMATION MEETING	3/23/12	MEMPHIS, TN	\$218	0.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	3/20/12	WASHINGTON, DC	\$1,523	3.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	2/29/12	NEW YORK, NY	\$548	1.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	2/27/12	WASHINGTON, DC	\$913	2.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$1,301	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	2/13/12	WASHINGTON, DC	\$1,314	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	2/6/12	WASHINGTON, DC	\$1,274	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	1/28/12	JACKSONVILLE, FL	\$752	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	1/23/12	PITTSBURGH, PA	\$900	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	1/17/12	MIAMI-DADE, FL	\$1,019	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ALEXANDER, SUZANNE G	SITE VISIT	1/10/12	NASHVILLE, TN	\$593	1
ALEXANDER, SUZANNE G	INFORMATION MEETING	1/3/12	WASHINGTON, DC	\$1,014	3
ALEXANDER, SUZANNE G	INFORMATION MEETING	12/15/11	WILMINGTON, NC	\$480	1.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,121	3.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	12/4/11	WASHINGTON, DC	\$1,885	6
ALEXANDER, SUZANNE G	INFORMATION MEETING	11/29/11	WASHINGTON, DC	\$1,040	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	11/14/11	WASHINGTON, DC	\$1,451	4
ALEXANDER, SUZANNE G	INFORMATION MEETING	11/8/11	BOSTON, MA	\$576	1.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	11/8/11	PHILADELPHIA, PA	\$192	0.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	11/1/11	NEW YORK, NY	\$1,087	2.5
ALEXANDER, SUZANNE G	INFORMATION MEETING	10/31/11	BOSTON, MA	\$652	1.5
ALEXANDER, SUZANNE G	SPEECH OR PRESENTATION	10/20/11	MEMPHIS, TN	\$289	1
ALEXANDER, SUZANNE G	INFORMATION MEETING	10/12/11	JACKSONVILLE, NY	\$1,590	2
ALEXANDER, SUZANNE G	INFORMATION MEETING	10/3/11	WASHINGTON, DC	\$1,474	4
ALFORD, MARTITIA SHERIDAN	OTHER TRAVEL	9/10/12	WASHINGTON, DC	\$2,528	5
ALFORD, MARTITIA SHERIDAN	INFORMATION MEETING	7/30/12	SHEPHERDSTOWN, WV	\$1,042	4
ALFORD, MARTITIA SHERIDAN	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$888	3
ALLEN, JOHN M	CONFERENCE ATTENDANCE	3/18/13	DENVER, CO	\$1,806	3
ALLEN, JOHN M	TRAINING ATTENDANCE	2/18/13	DALLAS, TX	\$4,003	14
ALLEN, JOHN M	CONFERENCE ATTENDANCE	10/1/12	COLOGNE, FRG	\$2,613	2.25
ALLEN, JOHN M	CONFERENCE ATTENDANCE	9/30/12	TOULOUSE, FRA	\$581	0.5
ALLEN, JOHN M	CONFERENCE ATTENDANCE	9/24/12	LONDON, GBR	\$3,774	3.25
ALLEN, JOHN M	CONFERENCE ATTENDANCE	9/17/12	ATLANTA, GA	\$1,495	2
ALLEN, JOHN M	INFORMATION MEETING	8/12/12	LONG BEACH, CA	\$2,246	9
ALLEN, JOHN M	CONFERENCE ATTENDANCE	7/25/12	OSHKOSH, WI	\$379	2
ALLEN, JOHN M	CONFERENCE ATTENDANCE	6/18/12	DENVER, CO	\$1,226	2
ALLEN, JOHN M	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$804	4
ALLEN, JOHN M	CONFERENCE ATTENDANCE	5/8/12	SCOTTSDALE, AZ	\$1,450	3
ALLEN, JOHN M	CONFERENCE ATTENDANCE	5/7/12	ATLANTA, GA	\$670	2
ALLEN, JOHN M	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$575	4
ALLEN, JOHN M	SPEECH OR PRESENTATION	4/16/12	ORLANDO, FL	\$1,277	2
ALLEN, JOHN M	INFORMATION MEETING	3/23/12	WELLINGTON, NZL	\$7,471	8
ALLEN, JOHN M	SPEECH OR PRESENTATION	3/20/12	FORT WORTH, TX	\$119	1
ALLEN, JOHN M	INFORMATION MEETING	3/1/12	FORT WORTH, TX	\$1,119	2
ALLEN, JOHN M	INFORMATION MEETING	2/21/12	OSHKOSH, WI	\$768	3
ALLEN, JOHN M	OTHER TRAVEL	2/15/12	AUBURN, AL	\$720	2
ALLEN, JOHN M	SITE VISIT	12/14/11	SEATTLE, WA	\$1,037	1.5
ALLEN, JOHN M	SITE VISIT	12/13/11	FAIRBANKS, AK	\$691	1
ALLEN, JOHN M	SITE VISIT	12/12/11	ANCHORAGE, AK	\$691	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ALLEN, JOHN M	SITE VISIT	12/11/11	SEATTLE, WA	\$1,037	1.5
ALLEN, JOHN M	INFORMATION MEETING	11/13/11	COLOGNE, FRG	\$4,285	6
ALLEN, JOHN M	SPEECH OR PRESENTATION	11/7/11	PALM COAST, FL	\$1,179	2
ALLEN, JOHN M	SPEECH OR PRESENTATION	10/24/11	WICHITA, KS	\$846	2
ALLEN, JOHN M	SPEECH OR PRESENTATION	10/13/11	MANHATTAN BEACH, CA	\$985	2
ALLEN, JOHN M	SPEECH OR PRESENTATION	10/12/11	DALLAS, TX	\$87	1
AMEREIHN, TINA M	SITE VISIT	2/1/13	WASHINGTON, DC	\$165	0.5
AMEREIHN, TINA M	SITE VISIT	1/30/13	KANSAS CITY, MO	\$662	2
AMEREIHN, TINA M	SITE VISIT	1/28/13	OKLAHOMA CITY, OK	\$827	2.5
AMEREIHN, TINA M	SITE VISIT	10/26/12	DENVER, CO	\$1,076	3.5
AMEREIHN, TINA M	SITE VISIT	10/23/12	SEATTLE, WA	\$922	3
AMEREIHN, TINA M	SITE VISIT	10/21/12	LOS ANGELES, CA	\$768	2.5
AMEREIHN, TINA M	SPEECH OR PRESENTATION	4/30/12	KANSAS CITY, MO	\$825	1.5
AMEREIHN, TINA M	SPEECH OR PRESENTATION	4/29/12	DALLAS, TX	\$825	1.5
AMEREIHN, TINA M	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$495	4
AMEREIHN, TINA M	INFORMATION MEETING	12/5/11	KANSAS CITY, MO	\$1,566	4
ANDREWS, MALCOLM GEORGE	INFORMATION MEETING	2/5/13	ATLANTIC CITY, NJ	\$407	1
ANDREWS, MALCOLM GEORGE	INFORMATION MEETING	1/30/13	ATLANTIC CITY, NJ	\$674	2
ANDREWS, MALCOLM GEORGE	CONFERENCE ATTENDANCE	10/15/12	ATLANTIC CITY, NJ	\$631	2
ANDREWS, MALCOLM GEORGE	CONFERENCE ATTENDANCE	10/9/12	ATLANTIC CITY, NJ	\$666	2
ANDREWS, MALCOLM GEORGE	OTHER TRAVEL	8/23/12	BROOKLYN, NY	\$367	2.5
ANDREWS, MALCOLM GEORGE	OTHER TRAVEL	8/21/12	ATLANTIC CITY, NJ	\$367	2.5
ANDREWS, MALCOLM GEORGE	SITE VISIT	7/19/12	SEATTLE, WA	\$958	1.5
ANDREWS, MALCOLM GEORGE	SITE VISIT	7/18/12	JUNEAU, AK	\$638	1
ANDREWS, MALCOLM GEORGE	SITE VISIT	7/16/12	ANCHORAGE, AK	\$1,596	2.5
ANDREWS, MALCOLM GEORGE	INFORMATION MEETING	6/13/12	MELBOURNE, FL	\$1,134	3
ANDREWS, MALCOLM GEORGE	INFORMATION MEETING	6/4/12	ATLANTIC CITY, NJ	\$27	1
ANDREWS, MALCOLM GEORGE	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$267	2
ANDREWS, MALCOLM GEORGE	INFORMATION MEETING	2/24/12	ATLANTIC CITY, NJ	\$392	1
ANDREWS, MALCOLM GEORGE	OTHER TRAVEL	12/22/11	ATLANTIC CITY, NJ	\$381	1
ANDREWS, MALCOLM GEORGE	SITE VISIT	12/19/11	HOUSTON, TX	\$850	2
ANDREWS, MALCOLM GEORGE	SITE VISIT	11/28/11	WEST PALM BEACH, FL	\$1,256	2
ANDREWS, MALCOLM GEORGE	CONFERENCE ATTENDANCE	10/19/11	ATLANTIC CITY, NJ	\$636	2
ANTUNANO, MELCHOR JOAQUIN	TRAINING ATTENDANCE	2/3/13	MOFFETT FIELD, CA	\$692	8
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	1/23/13	LOS ANGELES, CA	\$947	2
ANTUNANO, MELCHOR JOAQUIN	CONFERENCE ATTENDANCE	11/1/12	WASHINGTON, DC	\$1,121	3
ANTUNANO, MELCHOR JOAQUIN	SPEECH OR PRESENTATION	10/23/12	RENO, NV	\$149	3
ANTUNANO, MELCHOR JOAQUIN	SPEECH OR PRESENTATION	10/17/12	SAN LUIS POTOSI, MEX	\$1,010	5
ANTUNANO, MELCHOR JOAQUIN	SPEECH OR PRESENTATION	9/27/12	DAYTON, OH	\$142	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ANTUNANO, MELCHOR JOAQUIN	CONFERENCE ATTENDANCE	9/15/12	MELBOURNE, AUS	\$4,553	9
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	8/22/12	BERLIN, FRG	\$678	8
ANTUNANO, MELCHOR JOAQUIN	SPEECH OR PRESENTATION	6/25/12	GALVESTON, TX	\$143	2
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	6/6/12	WASHINGTON, DC	\$1,156	3
ANTUNANO, MELCHOR JOAQUIN	CONFERENCE ATTENDANCE	5/11/12	ATLANTA, GA	\$2,134	8
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	4/27/12	WASHINGTON, DC	\$421	1.5
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$983	3.5
ANTUNANO, MELCHOR JOAQUIN	TRAINING ATTENDANCE	4/16/12	WASHINGTON, DC	\$1,017	4.5
ANTUNANO, MELCHOR JOAQUIN	TRAINING ATTENDANCE	4/11/12	MOFFETT FIELD, CA	\$1,243	5.5
ANTUNANO, MELCHOR JOAQUIN	SPEECH OR PRESENTATION	3/18/12	CANCUN, MEX	\$973	3
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	3/5/12	HOUSTON, TX	\$620	3
ANTUNANO, MELCHOR JOAQUIN	CONFERENCE ATTENDANCE	2/14/12	WASHINGTON, DC	\$1,287	4
ANTUNANO, MELCHOR JOAQUIN	SPEECH OR PRESENTATION	11/16/11	WASHINGTON, DC	\$1,022	3
ANTUNANO, MELCHOR JOAQUIN	INFORMATION MEETING	10/17/11	SAN JOSE, CA	\$1,136	3
AREL, TIMOTHY L	INFORMATION MEETING	11/7/12	FAYETTEVILLE, GA	\$691	3
AREL, TIMOTHY L	INFORMATION MEETING	10/16/12	FORT WORTH, TX	\$1,646	3
AREL, TIMOTHY L	OTHER TRAVEL	6/11/12	MIAMI, FL	\$2,160	5
AREL, TIMOTHY L	INFORMATION MEETING	4/4/12	FORT WORTH, TX	\$961	2.5
AREL, TIMOTHY L	INFORMATION MEETING	4/2/12	DETROIT, MI	\$961	2.5
AREL, TIMOTHY L	TRAINING ATTENDANCE	2/5/12	CHARLOTTESVILLE, VA	\$339	27
AREL, TIMOTHY L	INFORMATION MEETING	2/1/12	ATLANTA, GA	\$692	2
AREL, TIMOTHY L	OTHER TRAVEL	1/16/12	BEDFORD, TX	\$1,643	5
AREL, TIMOTHY L	OTHER TRAVEL	1/2/12	DETROIT, MI	\$1,536	6
AREL, TIMOTHY L	TRAINING ATTENDANCE	12/11/11	FRISCO, TX	\$1,970	6
AREL, TIMOTHY L	INFORMATION MEETING	12/7/11	ATLANTA, GA	\$998	2.5
AREL, TIMOTHY L	INFORMATION MEETING	12/6/11	FORT WORTH, TX	\$599	1.5
AREL, TIMOTHY L	SITE VISIT	11/27/11	HONOLULU, HI	\$3,462	6
BABBITT, JEROME RANDOLPH	OTHER TRAVEL	11/12/11	DUBAI, UAE	\$4,043	5
BABBITT, JEROME RANDOLPH	OTHER TRAVEL	11/7/11	DAYTONA BEACH, FL	\$72	0.5
BABBITT, JEROME RANDOLPH	OTHER TRAVEL	11/7/11	FORT WORTH, TX	\$216	1.5
BABBITT, JEROME RANDOLPH	OTHER TRAVEL	10/21/11	SHEPHERDSTOWN, WV	\$236	2
BABBITT, JEROME RANDOLPH	OTHER TRAVEL	10/19/11	MEMPHIS, TN	\$224	2
BABBITT, JEROME RANDOLPH	CONFERENCE ATTENDANCE	10/17/11	CLEVELAND, OH	\$468	1
BABBITT, JEROME RANDOLPH	CONFERENCE ATTENDANCE	10/9/11	LAS VEGAS, NV	\$1,650	3
BAHRAMI, ALI	INFORMATION MEETING	2/19/13	WASHINGTON, DC	\$894	2
BAHRAMI, ALI	INFORMATION MEETING	1/14/13	WASHINGTON, DC	\$1,790	5
BAHRAMI, ALI	INFORMATION MEETING	12/3/12	WASHINGTON, DC	\$1,156	3
BAHRAMI, ALI	INFORMATION MEETING	10/21/12	COLOGNE, FRG	\$4,031	7
BAHRAMI, ALI	INFORMATION MEETING	10/19/12	SAN FRANCISCO, CA	\$560	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BAHRAMI, ALI	INFORMATION MEETING	10/14/12	SHANGHAI, CHN	\$4,973	5
BAHRAMI, ALI	OTHER TRAVEL	7/3/12	SEATTLE, WA	\$721	6
BAHRAMI, ALI	INFORMATION MEETING	5/4/12	SEATTLE, WA	\$695	6
BAHRAMI, ALI	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$453	4
BAHRAMI, ALI	OTHER TRAVEL	4/16/12	WASHINGTON, DC	\$15,868	89
BAHRAMI, ALI	INFORMATION MEETING	4/9/12	COLOGNE, FRG	\$3,105	5
BAHRAMI, ALI	INFORMATION MEETING	3/12/12	WASHINGTON, DC	\$1,565	4
BAHRAMI, ALI	SITE VISIT	2/26/12	LONG BEACH, CA	\$1,443	7
BAHRAMI, ALI	INFORMATION MEETING	1/30/12	LONG BEACH, CA	\$501	2
BAHRAMI, ALI	INFORMATION MEETING	1/26/12	TOKYO CITY, JPN	\$1,166	1.5
BAHRAMI, ALI	INFORMATION MEETING	1/25/12	NAGOYA, JPN	\$778	1
BAHRAMI, ALI	INFORMATION MEETING	1/22/12	TOKYO CITY, JPN	\$2,722	3.5
BAHRAMI, ALI	INFORMATION MEETING	1/18/12	ATLANTA, GA	\$1,164	3
BAHRAMI, ALI	INFORMATION MEETING	1/9/12	WASHINGTON, DC	\$1,678	5
BAHRAMI, ALI	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,667	5
BAHRAMI, ALI	INFORMATION MEETING	11/6/11	CHENGDU, CHN	\$4,303	5
BAHRAMI, ALI	INFORMATION MEETING	10/24/11	FORT WORTH, TX	\$1,725	4
BAHRAMI, ALI	INFORMATION MEETING	10/16/11	WASHINGTON, DC	\$2,300	6
BAKER, DORENDA D	INFORMATION MEETING	1/30/13	SEATTLE, WA	\$730	2
BAKER, DORENDA D	INFORMATION MEETING	11/14/12	TOKYO CITY, JPN	\$2,073	2.5
BAKER, DORENDA D	INFORMATION MEETING	11/11/12	SEOUL, KOR	\$2,902	3.5
BAKER, DORENDA D	INFORMATION MEETING	10/20/12	COLOGNE, FRG	\$4,043	8
BAKER, DORENDA D	INFORMATION MEETING	10/10/12	BEIJING, CHN	\$3,607	3
BAKER, DORENDA D	INFORMATION MEETING	9/19/12	SAVANNAH, GA	\$485	1.5
BAKER, DORENDA D	INFORMATION MEETING	9/16/12	ATLANTA, GA	\$1,132	3.5
BAKER, DORENDA D	CONFERENCE ATTENDANCE	7/25/12	OSHKOSH, WI	\$304	2
BAKER, DORENDA D	SPEECH OR PRESENTATION	6/25/12	DES PLAINES, IL	\$689	2
BAKER, DORENDA D	SPEECH OR PRESENTATION	6/11/12	CLEVELAND, OH	\$1,092	5
BAKER, DORENDA D	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$582	4
BAKER, DORENDA D	INFORMATION MEETING	4/9/12	CINCINNATI, OH	\$711	2
BAKER, DORENDA D	INFORMATION MEETING	3/25/12	WELLINGTON, NZL	\$7,384	6
BAKER, DORENDA D	INFORMATION MEETING	2/26/12	LONG BEACH, CA	\$1,601	5
BAKER, DORENDA D	INFORMATION MEETING	2/21/12	OSHKOSH, WI	\$831	3
BAKER, DORENDA D	CONFERENCE ATTENDANCE	1/23/12	SAN ANTONIO, TX	\$1,202	3
BAKER, DORENDA D	INFORMATION MEETING	11/15/11	NEW DELHI, IND	\$1,894	2.5
BAKER, DORENDA D	INFORMATION MEETING	11/12/11	BANGALORE, IND	\$2,273	3
BAKER, DORENDA D	INFORMATION MEETING	11/10/11	BEIJING, CHN	\$758	1
BAKER, DORENDA D	INFORMATION MEETING	11/6/11	CHENGDU, CHN	\$3,410	4.5
BAKER, DORENDA D	INFORMATION MEETING	10/24/11	FORT WORTH, TX	\$1,316	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BASSO, PETER JOHN	SPEECH OR PRESENTATION	1/23/13	CHICAGO, IL	\$681	2
BASSO, PETER JOHN	SITE VISIT	12/10/12	OKLAHOMA CITY, OK	\$1,182	4
BASSO, PETER JOHN	SITE VISIT	12/3/12	OKLAHOMA CITY, OK	\$1,127	4
BASSO, PETER JOHN	SITE VISIT	9/23/12	SEATTLE, WA	\$1,481	4
BASSO, PETER JOHN	SITE VISIT	9/18/12	FORT WORTH, TX	\$927	2.5
BASSO, PETER JOHN	SITE VISIT	9/16/12	OKLAHOMA CITY, OK	\$927	2.5
BASSO, PETER JOHN	SITE VISIT	9/4/12	CHICAGO, IL	\$907	3
BASSO, PETER JOHN	SITE VISIT	8/28/12	OKLAHOMA CITY, OK	\$1,046	3
BASSO, PETER JOHN	SITE VISIT	8/5/12	CHICAGO, IL	\$1,823	5
BASSO, PETER JOHN	SITE VISIT	7/9/12	RONKONKOMA, NY	\$425	1
BASSO, PETER JOHN	SITE VISIT	7/1/12	LITTLE ROCK, AR	\$1,026	3
BASSO, PETER JOHN	SITE VISIT	6/26/12	FORT WORTH, TX	\$1,296	2.5
BASSO, PETER JOHN	SITE VISIT	6/25/12	OLATHE, KS	\$777	1.5
BASSO, PETER JOHN	SITE VISIT	6/12/12	KANSAS CITY, MO	\$685	1.5
BASSO, PETER JOHN	SITE VISIT	6/11/12	TOPEKA, KS	\$685	1.5
BASSO, PETER JOHN	SITE VISIT	6/3/12	MIAMI, FL	\$1,001	3
BASSO, PETER JOHN	SITE VISIT	5/22/12	LONGMONT, CO	\$1,020	2.5
BASSO, PETER JOHN	SITE VISIT	5/20/12	BOISE, ID	\$1,020	2.5
BASSO, PETER JOHN	SITE VISIT	4/29/12	NEW ORLEANS, LA	\$1,171	4
BASSO, PETER JOHN	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$526	4
BASSO, PETER JOHN	INFORMATION MEETING	4/17/12	CHICAGO, IL	\$843	3
BASSO, PETER JOHN	INFORMATION MEETING	3/26/12	SAN ANTONIO, TX	\$756	3
BASSO, PETER JOHN	SITE VISIT	3/6/12	OKLAHOMA CITY, OK	\$820	3
BASSO, PETER JOHN	SITE VISIT	1/30/12	OKLAHOMA CITY, OK	\$1,110	4
BASSO, PETER JOHN	SITE VISIT	1/18/12	BOSTON, MA	\$822	3
BASSO, PETER JOHN	SITE VISIT	12/14/11	ATLANTA, GA	\$562	2
BASSO, PETER JOHN	SITE VISIT	12/7/11	FORT WORTH, TX	\$746	2.5
BASSO, PETER JOHN	SITE VISIT	12/4/11	SEATTLE, WA	\$1,045	3.5
BASSO, PETER JOHN	INFORMATION MEETING	11/14/11	SAINT LOUIS, MO	\$702	3
BEbble, DIANNE JEAN	SITE VISIT	5/15/12	NEW YORK, NY	\$187	1
BEbble, DIANNE JEAN	INFORMATION MEETING	5/7/12	ATLANTA, GA	\$1,153	5
BEbble, DIANNE JEAN	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$378	4
BEbble, DIANNE JEAN	INFORMATION MEETING	4/10/12	COLOGNE, FRG	\$3,142	4
BEbble, DIANNE JEAN	SITE VISIT	3/19/12	FARMINGDALE, NY	\$924	3
BEbble, DIANNE JEAN	INFORMATION MEETING	11/28/11	COLOGNE, FRG	\$3,482	5
BERRY, MICHAEL A	SPEECH OR PRESENTATION	3/8/13	OKLAHOMA CITY, OK	\$990	3
BERRY, MICHAEL A	SPEECH OR PRESENTATION	2/27/13	OKLAHOMA CITY, OK	\$800	2
BERRY, MICHAEL A	INFORMATION MEETING	1/24/13	GALVESTON, TX	\$902	3
BERRY, MICHAEL A	OTHER TRAVEL	11/5/12	OKLAHOMA CITY, OK	\$1,245	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	10/3/12	LA JOLLA, CA	\$2,366	5
BERRY, MICHAEL A	OTHER TRAVEL	9/15/12	MELBOURNE, AUS	\$5,447	9
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	9/9/12	DENVER, CO	\$1,225	3
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	6/28/12	GALVESTON, TX	\$1,020	5
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	6/6/12	HAVRE DE GRACE, MD	\$255	2
BERRY, MICHAEL A	OTHER TRAVEL	6/3/12	PORTLAND, OR	\$1,341	3
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	5/19/12	SEATTLE, WA	\$919	2
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	5/11/12	ATLANTA, GA	\$2,081	8
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$327	3
BERRY, MICHAEL A	CONFERENCE ATTENDANCE	3/29/12	ALBUQUERQUE, NM	\$1,220	7
BERRY, MICHAEL A	SPEECH OR PRESENTATION	2/10/12	MIAMI, FL	\$1,054	3
BERRY, MICHAEL A	OTHER TRAVEL	1/12/12	GALVESTON, TX	\$890	3
BERRY, MICHAEL A	OTHER TRAVEL	11/15/11	SAN ANTONIO, TX	\$1,246	3
BERRY, MICHAEL A	SPEECH OR PRESENTATION	10/5/11	TUCSON, AZ	\$1,560	5
BIBLOW, HEATHER J	SPEECH OR PRESENTATION	11/16/11	SUFFOLK, NY	\$309	1
BIBLOW, HEATHER J	SPEECH OR PRESENTATION	10/11/11	SUFFOLK, NY	\$1,292	10
BIGGIO, TERRY L	OTHER TRAVEL	3/31/13	WASHINGTON, DC	\$2,122	6
BIGGIO, TERRY L	OTHER TRAVEL	3/24/13	WASHINGTON, DC	\$2,121	6
BIGGIO, TERRY L	OTHER TRAVEL	3/17/13	WASHINGTON, DC	\$2,214	6
BIGGIO, TERRY L	OTHER TRAVEL	3/10/13	WASHINGTON, DC	\$1,808	5
BIGGIO, TERRY L	OTHER TRAVEL	3/7/13	WASHINGTON, DC	\$612	1.5
BIGGIO, TERRY L	OTHER TRAVEL	3/5/13	LAS VEGAS, NV	\$815	2
BIGGIO, TERRY L	OTHER TRAVEL	3/3/13	WASHINGTON, DC	\$1,019	2.5
BIGGIO, TERRY L	OTHER TRAVEL	2/24/13	WASHINGTON, DC	\$1,907	6
BIGGIO, TERRY L	OTHER TRAVEL	2/18/13	WASHINGTON, DC	\$1,714	5
BIGGIO, TERRY L	OTHER TRAVEL	2/10/13	WASHINGTON, DC	\$2,014	6
BIGGIO, TERRY L	OTHER TRAVEL	2/3/13	WASHINGTON, DC	\$1,957	6
BIGGIO, TERRY L	OTHER TRAVEL	1/27/13	WASHINGTON, DC	\$1,621	5
BIGGIO, TERRY L	OTHER TRAVEL	1/22/13	WASHINGTON, DC	\$1,599	4
BIGGIO, TERRY L	OTHER TRAVEL	1/13/13	WASHINGTON, DC	\$1,885	6
BIGGIO, TERRY L	OTHER TRAVEL	1/6/13	WASHINGTON, DC	\$1,952	6
BIGGIO, TERRY L	OTHER TRAVEL	12/16/12	WASHINGTON, DC	\$1,888	6
BIGGIO, TERRY L	OTHER TRAVEL	12/12/12	WASHINGTON, DC	\$1,022	3
BIGGIO, TERRY L	OTHER TRAVEL	11/25/12	WASHINGTON, DC	\$1,933	6
BIGGIO, TERRY L	OTHER TRAVEL	11/18/12	WASHINGTON, DC	\$1,381	4
BIGGIO, TERRY L	OTHER TRAVEL	11/12/12	WASHINGTON, DC	\$1,596	5
BIGGIO, TERRY L	OTHER TRAVEL	11/4/12	WASHINGTON, DC	\$1,596	5
BIGGIO, TERRY L	OTHER TRAVEL	10/28/12	WASHINGTON, DC	\$2,120	6
BIGGIO, TERRY L	OTHER TRAVEL	10/14/12	WASHINGTON, DC	\$1,780	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BIGGIO, TERRY L	OTHER TRAVEL	10/8/12	WASHINGTON, DC	\$1,777	5
BIGGIO, TERRY L	OTHER TRAVEL	9/30/12	WASHINGTON, DC	\$2,117	6
BIGGIO, TERRY L	OTHER TRAVEL	9/23/12	WASHINGTON, DC	\$2,119	6
BIGGIO, TERRY L	OTHER TRAVEL	9/19/12	CHICAGO, IL	\$964	2.5
BIGGIO, TERRY L	OTHER TRAVEL	9/16/12	WASHINGTON, DC	\$1,350	3.5
BIGGIO, TERRY L	OTHER TRAVEL	9/9/12	WASHINGTON, DC	\$2,148	6
BIGGIO, TERRY L	OTHER TRAVEL	9/4/12	WASHINGTON, DC	\$1,616	4
BIGGIO, TERRY L	OTHER TRAVEL	8/26/12	WASHINGTON, DC	\$1,236	4
BIGGIO, TERRY L	OTHER TRAVEL	8/19/12	WASHINGTON, DC	\$1,911	6
BIGGIO, TERRY L	OTHER TRAVEL	8/12/12	WASHINGTON, DC	\$1,893	6
BIGGIO, TERRY L	OTHER TRAVEL	8/5/12	WASHINGTON, DC	\$1,927	6
BIGGIO, TERRY L	OTHER TRAVEL	7/29/12	WASHINGTON, DC	\$1,661	5
BIGGIO, TERRY L	OTHER TRAVEL	7/22/12	WASHINGTON, DC	\$1,885	6
BIGGIO, TERRY L	OTHER TRAVEL	7/11/12	WASHINGTON, DC	\$2,953	10
BIGGIO, TERRY L	OTHER TRAVEL	7/1/12	WASHINGTON, DC	\$1,823	6
BIGGIO, TERRY L	OTHER TRAVEL	6/24/12	WASHINGTON, DC	\$2,286	6
BIGGIO, TERRY L	OTHER TRAVEL	6/17/12	WASHINGTON, DC	\$1,932	5
BIGGIO, TERRY L	OTHER TRAVEL	6/10/12	WASHINGTON, DC	\$2,278	6
BIGGIO, TERRY L	OTHER TRAVEL	6/3/12	WASHINGTON, DC	\$2,315	6
BIGGIO, TERRY L	OTHER TRAVEL	5/31/12	MIAMI, FL	\$558	2
BIGGIO, TERRY L	OTHER TRAVEL	5/20/12	WASHINGTON, DC	\$3,629	11
BIGGIO, TERRY L	OTHER TRAVEL	5/13/12	WASHINGTON, DC	\$2,271	6
BIGGIO, TERRY L	OTHER TRAVEL	4/29/12	KANSAS CITY, MO	\$1,095	5
BIGGIO, TERRY L	OTHER TRAVEL	4/2/12	SUFFOLK, NY	\$3,237	13
BIGGIO, TERRY L	OTHER TRAVEL	3/22/12	SUFFOLK, NY	\$2,431	8.5
BIGGIO, TERRY L	OTHER TRAVEL	3/21/12	WASHINGTON, DC	\$286	1
BIGGIO, TERRY L	OTHER TRAVEL	3/18/12	SUFFOLK, NY	\$1,001	3.5
BIGGIO, TERRY L	OTHER TRAVEL	3/4/12	SUFFOLK, NY	\$1,704	6
BIGGIO, TERRY L	OTHER TRAVEL	2/19/12	SUFFOLK, NY	\$3,284	13
BIGGIO, TERRY L	OTHER TRAVEL	2/6/12	SUFFOLK, NY	\$2,564	10
BIGGIO, TERRY L	OTHER TRAVEL	1/20/12	SUFFOLK, NY	\$3,914	16
BIGGIO, TERRY L	OTHER TRAVEL	12/29/11	SUFFOLK, NY	\$2,165	8
BIGGIO, TERRY L	OTHER TRAVEL	12/18/11	SUFFOLK, NY	\$1,910	7
BIGGIO, TERRY L	OTHER TRAVEL	12/5/11	SUFFOLK, NY	\$2,666	10
BIGGIO, TERRY L	OTHER TRAVEL	11/19/11	SUFFOLK, NY	\$3,888	15
BIGGIO, TERRY L	OTHER TRAVEL	11/14/11	CHICAGO, IL	\$943	2.5
BIGGIO, TERRY L	OTHER TRAVEL	11/13/11	WASHINGTON, DC	\$566	1.5
BIGGIO, TERRY L	OTHER TRAVEL	11/6/11	SUFFOLK, NY	\$2,001	8
BIGGIO, TERRY L	OTHER TRAVEL	10/22/11	SUFFOLK, NY	\$3,579	13

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BIGGIO, TERRY L	OTHER TRAVEL	10/10/11	SUFFOLK, NY	\$2,880	10
BIRD, LARRY S	INFORMATION MEETING	1/8/13	FORT WORTH, TX	\$1,235	4
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/4/13	IRVINE, CA	\$679	2.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/3/13	DESTIN, FL	\$271	1
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/1/13	CHICAGO, IL	\$679	2.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	12/10/12	TAMPA, FL	\$894	1
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	9/30/12	BUFFALO, NY	\$434	1.25
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	9/28/12	CHICAGO, IL	\$434	1.25
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	9/18/12	SAINT LOUIS, MO	\$753	2
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	9/14/12	CHICAGO, IL	\$582	3.5
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	9/13/12	IRVINE, CA	\$249	1.5
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	8/6/12	GRUNDY, VA	\$612	2
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	7/13/12	GRAND RAPIDS, MI	\$501	4
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$341	3
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	4/23/12	PALM COAST, FL	\$679	2
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	4/16/12	PALM COAST, FL	\$673	2
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/4/12	DAYTONA BEACH, FL	\$245	1.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/2/12	CHICAGO, IL	\$408	2.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/2/12	CHICAGO, IL	\$219	0.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	3/1/12	DENVER, CO	\$656	1.5
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	2/17/12	CHICAGO, IL	\$632	3.5
BLACK, BRIAN ELLIOTT	OTHER TRAVEL	2/16/12	LOS ANGELES, CA	\$271	1.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	12/7/11	NEW YORK, NY	\$651	2
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	11/7/11	FORT WORTH, TX	\$691	2.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	11/5/11	CHICAGO, IL	\$691	2.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	10/29/11	DES PLAINES, IL	\$619	5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	10/18/11	BOSTON, MA	\$765	2
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	10/2/11	SAINT LOUIS, MO	\$608	2.5
BLACK, BRIAN ELLIOTT	SPEECH OR PRESENTATION	10/1/11	CHICAGO, IL	\$365	1.5
BOGARD, CLAUDIA LYNN	TRAINING ATTENDANCE	6/25/12	MANHATTAN, NY	\$1,045	3
BOONE, DAVID MICHAEL	TRAINING ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$249	2
BOONE, DAVID MICHAEL	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$755	4
BOONE, DAVID MICHAEL	INFORMATION MEETING	5/21/12	OKLAHOMA CITY, OK	\$884	3
BOONE, DAVID MICHAEL	CONFERENCE ATTENDANCE	4/25/12	MARTINSBURG, WV	\$309	3
BOONE, DAVID MICHAEL	OTHER TRAVEL	1/11/12	WESTFIELD, IN	\$226	4
BOONE, DAVID MICHAEL	OTHER TRAVEL	12/9/11	WESTFIELD, IN	\$425	3
BOONE, DAVID MICHAEL	OTHER TRAVEL	11/18/11	WESTFIELD, IN	\$104	3
BOONE, DAVID MICHAEL	OTHER TRAVEL	11/10/11	WESTFIELD, IN	\$434	5
BOONE, DAVID MICHAEL	OTHER TRAVEL	10/28/11	WESTFIELD, IN	\$104	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BOONE, DAVID MICHAEL	OTHER TRAVEL	10/21/11	WESTFIELD, IN	\$639	3
BOONE, DAVID MICHAEL	OTHER TRAVEL	10/11/11	ARLINGTON, VA	\$16,567	106
BOSTICK, CARROLYN JULIANNE	SITE VISIT	1/16/13	LOS ANGELES, CA	\$1,323	6
BOSTICK, CARROLYN JULIANNE	SITE VISIT	7/10/12	OKLAHOMA CITY, OK	\$1,360	4
BOSTICK, CARROLYN JULIANNE	INFORMATION MEETING	6/18/12	HAGERSTOWN, MD	\$187	2
BOSTICK, CARROLYN JULIANNE	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$836	4
BOSTICK, CARROLYN JULIANNE	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$255	2
BOTELER, MELANIE E	TRAINING ATTENDANCE	4/15/12	PALM COAST, FL	\$657	6
BOTELER, MELANIE E	INFORMATION MEETING	11/28/11	OKLAHOMA CITY, OK	\$1,175	5
BOTELER, MELANIE E	TRAINING ATTENDANCE	10/17/11	PALM COAST, FL	\$651	5
BOWEN, DAVID M	CONFERENCE ATTENDANCE	10/16/11	ORLANDO, FL	\$1,230	5
BRISTOL, TERI L	OTHER TRAVEL	3/28/13	DALLAS, TX	\$914	4
BRISTOL, TERI L	CONFERENCE ATTENDANCE	3/5/13	LAS VEGAS, NV	\$1,457	3
BRISTOL, TERI L	CONFERENCE ATTENDANCE	2/7/13	MADRID, ESP	\$5,145	10
BRISTOL, TERI L	SITE VISIT	2/1/13	LOS ANGELES, CA	\$617	1.5
BRISTOL, TERI L	SITE VISIT	1/30/13	MEMPHIS, TN	\$206	0.5
BRISTOL, TERI L	SITE VISIT	1/30/13	SEATTLE, WA	\$823	2
BRISTOL, TERI L	INFORMATION MEETING	1/12/13	DUBAI, UAE	\$4,054	3
BRISTOL, TERI L	CONFERENCE ATTENDANCE	12/13/12	IRVING, TX	\$486	1
BRISTOL, TERI L	OTHER TRAVEL	11/28/12	SEATTLE, WA	\$2,458	4
BRISTOL, TERI L	INFORMATION MEETING	11/18/12	MONTREAL, CAN	\$1,489	3
BRISTOL, TERI L	INFORMATION MEETING	11/14/12	ATLANTIC CITY, NJ	\$248	2
BRISTOL, TERI L	OTHER TRAVEL	9/29/12	WASHINGTON, DC	\$434	2
BRISTOL, TERI L	INFORMATION MEETING	9/5/12	CHICAGO, IL	\$835	2
BRISTOL, TERI L	SITE VISIT	8/1/12	ASPEN, CO	\$1,944	2
BRISTOL, TERI L	INFORMATION MEETING	7/24/12	CLEVELAND, OH	\$1,439	3
BRISTOL, TERI L	SITE VISIT	7/2/12	EVANSVILLE, IN	\$1,208	2
BRISTOL, TERI L	INFORMATION MEETING	6/27/12	CHICAGO, IL	\$1,262	3
BRISTOL, TERI L	INFORMATION MEETING	5/14/12	OKLAHOMA CITY, OK	\$52	2
BRISTOL, TERI L	INFORMATION MEETING	5/7/12	SAN DIEGO, CA	\$2,297	5
BRISTOL, TERI L	INFORMATION MEETING	5/2/12	KANSAS CITY, MO	\$875	3
BRISTOL, TERI L	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$288	2
BRISTOL, TERI L	INFORMATION MEETING	4/24/12	SEATTLE, WA	\$1,730	2
BRISTOL, TERI L	INFORMATION MEETING	4/17/12	SAN JUAN, PR	\$76	4
BRISTOL, TERI L	INFORMATION MEETING	3/19/12	PHILADELPHIA, PA	\$1,059	4
BRISTOL, TERI L	CONFERENCE ATTENDANCE	3/10/12	GUAM, GU	\$4,549	7
BRISTOL, TERI L	INFORMATION MEETING	2/29/12	TEMPE, AZ	\$1,652	4
BRISTOL, TERI L	INFORMATION MEETING	2/21/12	OTTAWA, CAN	\$1,623	3
BRISTOL, TERI L	INFORMATION MEETING	2/16/12	ATLANTA, GA	\$1,056	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BRISTOL, TERI L	INFORMATION MEETING	1/30/12	ATLANTIC CITY, NJ	\$36	1
BRISTOL, TERI L	SITE VISIT	1/30/12	KANSAS CITY, MO	\$1,372	3
BRISTOL, TERI L	CONFERENCE ATTENDANCE	1/23/12	MIAMI, FL	\$1,833	4
BRISTOL, TERI L	INFORMATION MEETING	1/17/12	MIAMI BEACH, FL	\$672	2
BRISTOL, TERI L	OTHER TRAVEL	12/22/11	LONGMONT, CO	\$1,436	2
BRISTOL, TERI L	OTHER TRAVEL	12/19/11	MEMPHIS, TN	\$1,549	2
BRISTOL, TERI L	OTHER TRAVEL	12/13/11	ATLANTIC CITY, NJ	\$60	1
BRISTOL, TERI L	SITE VISIT	11/30/11	HAWAII, HI	\$1,875	4.5
BRISTOL, TERI L	SITE VISIT	11/28/11	OKLAHOMA CITY, OK	\$1,042	2.5
BRISTOL, TERI L	OTHER TRAVEL	11/15/11	SAN FRANCISCO, CA	\$1,728	6
BRISTOL, TERI L	OTHER TRAVEL	11/8/11	ATLANTA, GA	\$974	3
BRISTOL, TERI L	OTHER TRAVEL	10/27/11	DALLAS, TX	\$352	0.5
BRISTOL, TERI L	OTHER TRAVEL	10/26/11	NEW YORK, NY	\$1,056	1.5
BRISTOL, TERI L	OTHER TRAVEL	10/18/11	BLOOMINGTON, MN	\$1,387	4
BRISTOL, TERI L	SPEECH OR PRESENTATION	10/6/11	JACKSONVILLE, FL	\$896	1
BROWN, LAURA JENNINGS	CONFERENCE ATTENDANCE	11/9/11	PALM COAST, FL	\$822	2
BROWN, LAURA JENNINGS	INFORMATION MEETING	11/7/11	DAYTONA BEACH, FL	\$324	1
BRUNER, TERESA THOMPSON	OTHER TRAVEL	2/25/13	WASHINGTON, DC	\$1,887	5
BRUNER, TERESA THOMPSON	OTHER TRAVEL	2/11/13	WASHINGTON, DC	\$1,133	3
BRUNER, TERESA THOMPSON	OTHER TRAVEL	12/18/12	HOUSTON, TX	\$398	1
BRUNER, TERESA THOMPSON	OTHER TRAVEL	12/3/12	WASHINGTON, DC	\$2,082	5
BRUNER, TERESA THOMPSON	OTHER TRAVEL	11/12/12	WASHINGTON, DC	\$2,080	5
BRUNER, TERESA THOMPSON	OTHER TRAVEL	10/22/12	WASHINGTON, DC	\$4,449	12
BRUNER, TERESA THOMPSON	OTHER TRAVEL	10/15/12	WASHINGTON, DC	\$1,760	4
BRUNER, TERESA THOMPSON	OTHER TRAVEL	9/19/12	RUIDOSO, NM	\$1,024	2
BRUNER, TERESA THOMPSON	OTHER TRAVEL	9/9/12	SALT LAKE CITY, UT	\$1,199	4
BRUNER, TERESA THOMPSON	OTHER TRAVEL	8/14/12	CHICAGO, IL	\$804	2
BRUNER, TERESA THOMPSON	OTHER TRAVEL	7/29/12	WASHINGTON, DC	\$3,968	13
BRUNER, TERESA THOMPSON	OTHER TRAVEL	6/13/12	HOUSTON, TX	\$542	2
BRUNER, TERESA THOMPSON	OTHER TRAVEL	5/1/12	ABILENE, TX	\$355	2
BRUNER, TERESA THOMPSON	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$978	4
BRUNER, TERESA THOMPSON	OTHER TRAVEL	4/9/12	WASHINGTON, DC	\$2,013	5
BRUNER, TERESA THOMPSON	OTHER TRAVEL	3/28/12	GALVESTON, TX	\$968	3
BRUNER, TERESA THOMPSON	OTHER TRAVEL	2/27/12	TULSA, OK	\$877	3
BRUNER, TERESA THOMPSON	OTHER TRAVEL	2/13/12	PALM COAST, FL	\$1,444	5
BRUNER, TERESA THOMPSON	OTHER TRAVEL	1/9/12	HOUSTON, TX	\$638	2
BURKE, GREGORY D	OTHER TRAVEL	3/1/13	MEMPHIS, TN	\$658	2
BURKE, GREGORY D	INFORMATION MEETING	1/12/13	OBERLIN, OH	\$1,033	2
BURKE, GREGORY D	CONFERENCE ATTENDANCE	11/28/12	AUBURN, WA	\$1,090	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BURKE, GREGORY D	OTHER TRAVEL	11/10/12	RONKONKOMA, NY	\$170	0.5
BURKE, GREGORY D	OTHER TRAVEL	11/7/12	KANSAS CITY, MO	\$1,192	3.5
BURKE, GREGORY D	SITE VISIT	10/27/12	NASHUA, NH	\$773	2
BURKE, GREGORY D	CONFERENCE ATTENDANCE	10/17/12	DETROIT, MI	\$1,081	3
BURKE, GREGORY D	SITE VISIT	10/12/12	INDIANAPOLIS, IN	\$833	2
BURKE, GREGORY D	SITE VISIT	10/5/12	OLATHE, KS	\$868	2
BURKE, GREGORY D	CONFERENCE ATTENDANCE	7/25/12	MEMPHIS, TN	\$1,265	3
BURKE, GREGORY D	CONFERENCE ATTENDANCE	6/26/12	FARMINGTON, MN	\$229	0.5
BURKE, GREGORY D	CONFERENCE ATTENDANCE	6/26/12	INDIANAPOLIS, IN	\$1,605	3.5
BURKE, GREGORY D	SITE VISIT	5/31/12	SEATTLE, WA	\$1,261	3
BURKE, GREGORY D	SITE VISIT	5/23/12	OBERLIN, OH	\$864	1
BURKE, GREGORY D	CONFERENCE ATTENDANCE	4/30/12	KANSAS CITY, MO	\$1,086	3
BURKE, GREGORY D	TRAINING ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$283	2
BURKE, GREGORY D	SITE VISIT	4/13/12	HOUSTON, TX	\$862	2
BURKE, GREGORY D	OTHER TRAVEL	4/3/12	HOUSTON, TX	\$877	2
BURKE, GREGORY D	CONFERENCE ATTENDANCE	3/20/12	DENVER, CO	\$1,774	3
BURKE, GREGORY D	CONFERENCE ATTENDANCE	3/14/12	MIAMI-DADE, FL	\$1,540	3
BURKE, GREGORY D	CONFERENCE ATTENDANCE	2/15/12	HOUSTON, TX	\$760	2
BURKE, GREGORY D	OTHER TRAVEL	1/27/12	PALMDALE, CA	\$492	1.5
BURKE, GREGORY D	OTHER TRAVEL	1/25/12	HAWTHORNE, CA	\$656	2
BURKE, GREGORY D	OTHER TRAVEL	1/23/12	FORT WORTH, TX	\$820	2.5
BURKE, GREGORY D	CONFERENCE ATTENDANCE	1/17/12	MIAMI BEACH, FL	\$2,116	4
BURKE, GREGORY D	OTHER TRAVEL	1/3/12	SAN DIEGO, CA	\$1,149	3
BURKE, GREGORY D	OTHER TRAVEL	12/30/11	ALBUQUERQUE, NM	\$1,072	1
BURKE, GREGORY D	SITE VISIT	12/22/11	DENVER, CO	\$1,672	2
BURKE, GREGORY D	SITE VISIT	12/13/11	SALT LAKE CITY, UT	\$406	0.5
BURKE, GREGORY D	SITE VISIT	12/12/11	SEATTLE, WA	\$1,217	1.5
BURKE, GREGORY D	INFORMATION MEETING	10/4/11	EGG HARBOR, NJ	\$421	2
BURKE, GREGORY D	SPEECH OR PRESENTATION	10/3/11	WASHINGTON, DC	\$46	1
BURLESON, CARL E	INFORMATION MEETING	1/7/13	WAILEA, HI	\$2,675	4
BURLESON, CARL E	INFORMATION MEETING	11/7/12	MONTREAL, CAN	\$2,326	3
BURLESON, CARL E	INFORMATION MEETING	11/5/12	MONTREAL, CAN	\$1,376	1
BURLESON, CARL E	SPEECH OR PRESENTATION	9/19/12	DUBLIN, IRL	\$1,769	3
BURLESON, CARL E	CONFERENCE ATTENDANCE	6/18/12	PINEY POINT, MD	\$270	2
BURLESON, CARL E	CONFERENCE ATTENDANCE	5/23/12	SEATTLE, WA	\$1,705	2
BURLESON, CARL E	INFORMATION MEETING	5/14/12	RAPID CITY, SD	\$1,682	3
BURLESON, CARL E	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$267	2
BURLESON, CARL E	SPEECH OR PRESENTATION	1/8/12	KAMUELA, HI	\$3,623	5
BURLESON, CARL E	INFORMATION MEETING	11/1/11	MONTREAL, CAN	\$1,435	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
BURLESON, CARL E	SPEECH OR PRESENTATION	10/18/11	SAN DIEGO, CA	\$1,421	2
BURNHAM, KRISTEN GOULD	CONFERENCE ATTENDANCE	9/17/12	ATLANTIC CITY, NJ	\$471	2
BURNHAM, KRISTEN GOULD	CONFERENCE ATTENDANCE	6/12/12	PALM COAST, FL	\$1,565	4
BURNHAM, KRISTEN GOULD	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$512	4
BURNHAM, KRISTEN GOULD	CONFERENCE ATTENDANCE	11/8/11	PALM COAST, FL	\$767	2
BURRUS, CARL W	CONFERENCE ATTENDANCE	7/28/12	SAN DIEGO, CA	\$1,077	3
BURRUS, CARL W	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$518	4
BURRUS, CARL W	SITE VISIT	11/16/11	NEW YORK, NY	\$596	2
CANNON, RICKIE P	SITE VISIT	2/24/13	FORT WORTH, TX	\$1,154	3
CANNON, RICKIE P	SITE VISIT	2/4/13	JACKSONVILLE, NY	\$1,358	4
CANNON, RICKIE P	SITE VISIT	1/30/13	OKLAHOMA CITY, OK	\$706	3
CANNON, RICKIE P	SITE VISIT	11/28/12	RENTON, WA	\$1,252	3
CANNON, RICKIE P	SITE VISIT	11/14/12	ATLANTA, GA	\$1,004	3
CANNON, RICKIE P	SITE VISIT	10/23/12	DALLAS, TX	\$1,501	3
CANNON, RICKIE P	INFORMATION MEETING	6/18/12	HAGERSTOWN, MD	\$293	2
CANNON, RICKIE P	INFORMATION MEETING	3/7/12	DES PLAINES, IL	\$812	2.5
CANNON, RICKIE P	INFORMATION MEETING	3/6/12	KANSAS CITY, MO	\$487	1.5
CANNON, RICKIE P	SITE VISIT	3/1/12	OKLAHOMA CITY, OK	\$632	1.5
CANNON, RICKIE P	SITE VISIT	2/29/12	FORT WORTH, TX	\$632	1.5
CANNON, RICKIE P	CONFERENCE ATTENDANCE	12/5/11	KANSAS CITY, MO	\$1,256	5
CANNON, RICKIE P	INFORMATION MEETING	11/28/11	ATLANTA, GA	\$766	2
CAPEZZUTO, VINCENT	SPEECH OR PRESENTATION	3/5/13	DALLAS, TX	\$934	1.5
CAPEZZUTO, VINCENT	SPEECH OR PRESENTATION	3/4/13	LAS VEGAS, NV	\$934	1.5
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	2/25/13	EDINBURGH, GBR	\$2,888	5
CAPEZZUTO, VINCENT	SITE VISIT	2/5/13	ATLANTIC CITY, NJ	\$56	1
CAPEZZUTO, VINCENT	SITE VISIT	12/20/12	ATLANTIC CITY, NJ	\$264	2
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	11/13/12	CHARLESTON, SC	\$1,527	3
CAPEZZUTO, VINCENT	SITE VISIT	10/25/12	CAMBRIDGE, MA	\$404	1
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	10/17/12	DETROIT, MI	\$1,151	3
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	10/15/12	ATLANTIC CITY, NJ	\$263	2
CAPEZZUTO, VINCENT	SITE VISIT	9/24/12	ATLANTIC CITY, NJ	\$55	1
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	9/17/12	BOSTON, MA	\$1,122	3
CAPEZZUTO, VINCENT	SITE VISIT	7/31/12	ATLANTIC CITY, NJ	\$55	1
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	6/26/12	INDIANAPOLIS, IN	\$1,290	3
CAPEZZUTO, VINCENT	SITE VISIT	6/4/12	ATLANTIC CITY, NJ	\$55	1
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	5/21/12	ORLANDO, FL	\$1,110	4
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	5/8/12	ORLANDO, FL	\$1,157	3
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$269	2
CAPEZZUTO, VINCENT	SPEECH OR PRESENTATION	4/10/12	CHICAGO, IL	\$468	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
CAPEZZUTO, VINCENT	SITE VISIT	3/20/12	DENVER, CO	\$1,836	3
CAPEZZUTO, VINCENT	SITE VISIT	2/24/12	ATLANTIC CITY, NJ	\$15	1
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	2/14/12	HOUSTON, TX	\$1,673	3
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	1/3/12	SAN DIEGO, CA	\$1,686	3
CAPEZZUTO, VINCENT	SITE VISIT	12/22/11	DENVER, CO	\$1,452	2
CAPEZZUTO, VINCENT	SITE VISIT	12/13/11	ATLANTIC CITY, NJ	\$61	1
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	11/29/11	SAN FRANCISCO, CA	\$1,452	3
CAPEZZUTO, VINCENT	INFORMATION MEETING	11/14/11	BOSTON, MA	\$684	2
CAPEZZUTO, VINCENT	CONFERENCE ATTENDANCE	11/6/11	SYDNEY, AUS	\$5,075	5
CAPEZZUTO, VINCENT	SITE VISIT	10/18/11	SALT LAKE CITY, UT	\$1,451	3
CAPEZZUTO, VINCENT	INFORMATION MEETING	10/3/11	ATLANTIC CITY, NJ	\$624	3
CHIN, DAVID K	INFORMATION MEETING	8/22/12	BALTIMORE, MD	\$690	3
CHIN, DAVID K	SITE VISIT	8/1/12	SEATTLE, WA	\$1,833	3
CHIN, DAVID K	CONFERENCE ATTENDANCE	6/26/12	CHICAGO, IL	\$1,098	2
CHIN, DAVID K	INFORMATION MEETING	6/17/12	BOSTON, MA	\$1,567	3
CHIN, DAVID K	INFORMATION MEETING	6/14/12	PHILADELPHIA, PA	\$507	2
CHIN, DAVID K	CONFERENCE ATTENDANCE	5/22/12	ATLANTIC CITY, NJ	\$419	3
CHIN, DAVID K	INFORMATION MEETING	5/1/12	MIAMI-DADE, FL	\$2,257	4
CHIN, DAVID K	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$243	2
CHIN, DAVID K	CONFERENCE ATTENDANCE	3/13/12	BRUSSELS, BEL	\$3,628	4
CHIN, DAVID K	INFORMATION MEETING	2/13/12	PHILADELPHIA, PA	\$527	2
CHIN, DAVID K	INFORMATION MEETING	12/5/11	BERKELEY, CA	\$1,702	3
CHIN, DAVID K	INFORMATION MEETING	10/23/11	PARIS, FRA	\$4,055	6
CINTRON, MELVIN O	CONFERENCE ATTENDANCE	9/3/12	BRUSSELS, BEL	\$3,580	4
CINTRON, MELVIN O	CONFERENCE ATTENDANCE	7/22/12	OSHKOSH, WI	\$2,556	6
CINTRON, MELVIN O	SPEECH OR PRESENTATION	5/29/12	PANAMA CITY, PAN	\$2,101	4
CINTRON, MELVIN O	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$530	4
CINTRON, MELVIN O	SPEECH OR PRESENTATION	4/23/12	MILWAUKEE, WI	\$556	2
CINTRON, MELVIN O	CONFERENCE ATTENDANCE	3/27/12	LAKELAND, FL	\$1,850	5
CINTRON, MELVIN O	CONFERENCE ATTENDANCE	2/22/12	MIRAMAR, FL	\$2,155	3.5
CINTRON, MELVIN O	CONFERENCE ATTENDANCE	2/21/12	OSHKOSH, WI	\$924	1.5
CINTRON, MELVIN O	CONFERENCE ATTENDANCE	2/14/12	AUBURN, AL	\$2,351	4
CIRILLO, MICHAEL A	INFORMATION MEETING	5/7/12	ORLANDO, FL	\$629	2
CIRILLO, MICHAEL A	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$268	2
CIRILLO, MICHAEL A	INFORMATION MEETING	10/25/11	ROSEMONT, IL	\$1,228	4
COCHRAN, WALTER R	SITE VISIT	2/27/13	ATLANTA, GA	\$456	2
COCHRAN, WALTER R	SITE VISIT	1/30/13	ATLANTA, GA	\$553	5
COCHRAN, WALTER R	SITE VISIT	12/18/12	DALLAS, TX	\$597	1.5
COCHRAN, WALTER R	SITE VISIT	12/17/12	MINNEAPOLIS, MN	\$597	1.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
COCHRAN, WALTER R	OTHER TRAVEL	11/28/12	DAYTONA BEACH, FL	\$251	2.5
COCHRAN, WALTER R	OTHER TRAVEL	11/21/12	ATLANTA, GA	\$552	5.5
COCHRAN, WALTER R	SITE VISIT	9/28/12	ATLANTA, GA	\$453	3
COCHRAN, WALTER R	SITE VISIT	9/19/12	LOS ANGELES, CA	\$575	1.5
COCHRAN, WALTER R	SITE VISIT	9/18/12	COSTA MESA, CA	\$383	1
COCHRAN, WALTER R	SITE VISIT	9/17/12	SAN DIEGO, CA	\$575	1.5
COCHRAN, WALTER R	OTHER TRAVEL	9/10/12	TAMPA, FL	\$868	2
COCHRAN, WALTER R	OTHER TRAVEL	7/25/12	OSHKOSH, WI	\$301	2
COCHRAN, WALTER R	SITE VISIT	7/24/12	QUEENS, NY	\$219	1
COCHRAN, WALTER R	OTHER TRAVEL	6/28/12	PALM COAST, FL	\$680	1
COCHRAN, WALTER R	SITE VISIT	5/16/12	ATLANTA, GA	\$1,511	4.5
COCHRAN, WALTER R	SITE VISIT	5/15/12	HONOLULU, HI	\$336	1
COCHRAN, WALTER R	SITE VISIT	5/13/12	HONOLULU, HI	\$840	2.5
COCHRAN, WALTER R	OTHER TRAVEL	5/9/12	FORT WORTH, TX	\$849	2
COCHRAN, WALTER R	OTHER TRAVEL	4/30/12	KANSAS CITY, MO	\$782	4.5
COCHRAN, WALTER R	OTHER TRAVEL	4/27/12	NEWMAN, GA	\$608	3.5
COCHRAN, WALTER R	OTHER TRAVEL	4/26/12	SHEPHERDSTOWN, WV	\$187	2
COCHRAN, WALTER R	OTHER TRAVEL	4/25/12	ORLANDO, FL	\$357	1
COCHRAN, WALTER R	OTHER TRAVEL	3/30/12	LAKELAND, FL	\$50	1
COCHRAN, WALTER R	SITE VISIT	3/28/12	DETROIT, MI	\$806	2
COCHRAN, WALTER R	SITE VISIT	2/29/12	LAS VEGAS, NV	\$1,239	4.5
COCHRAN, WALTER R	SITE VISIT	2/27/12	CHICAGO, IL	\$689	2.5
COCHRAN, WALTER R	OTHER TRAVEL	2/15/12	DALLAS, TX	\$1,061	2
COCHRAN, WALTER R	OTHER TRAVEL	2/8/12	JACKSONVILLE, FL	\$791	1
COCHRAN, WALTER R	OTHER TRAVEL	2/6/12	DENVER, CO	\$701	2
COCHRAN, WALTER R	SITE VISIT	2/2/12	ORLANDO, FL	\$135	0.5
COCHRAN, WALTER R	SITE VISIT	1/27/12	ATLANTA, GA	\$1,619	6
COCHRAN, WALTER R	SITE VISIT	1/24/12	FORT WORTH, TX	\$945	3.5
COCHRAN, WALTER R	OTHER TRAVEL	1/18/12	DENVER, CO	\$681	1.5
COCHRAN, WALTER R	OTHER TRAVEL	1/17/12	MIAMI, FL	\$681	1.5
COCHRAN, WALTER R	OTHER TRAVEL	1/12/12	BRADLEY, CT	\$635	1
COCHRAN, WALTER R	SITE VISIT	12/19/11	MEMPHIS, TN	\$982	2
COCHRAN, WALTER R	OTHER TRAVEL	10/20/11	MEMPHIS, TN	\$786	1
COOPER, BARRY D	INFORMATION MEETING	3/19/13	WASHINGTON, DC	\$411	1
COOPER, BARRY D	INFORMATION MEETING	2/25/13	WASHINGTON, DC	\$1,544	5
COOPER, BARRY D	INFORMATION MEETING	2/11/13	COLUMBUS, OH	\$657	2
COOPER, BARRY D	SPEECH OR PRESENTATION	1/25/13	YPSILANTI, MI	\$535	2
COOPER, BARRY D	INFORMATION MEETING	1/14/13	WASHINGTON, DC	\$618	2
COOPER, BARRY D	INFORMATION MEETING	1/9/13	PIERRE, SD	\$1,088	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
COOPER, BARRY D	INFORMATION MEETING	12/11/12	WASHINGTON, DC	\$634	2
COOPER, BARRY D	INFORMATION MEETING	12/5/12	WASHINGTON, DC	\$1,025	3
COOPER, BARRY D	SPEECH OR PRESENTATION	11/26/12	MINNEAPOLIS, MN	\$935	3
COOPER, BARRY D	INFORMATION MEETING	11/12/12	WASHINGTON, DC	\$1,582	5
COOPER, BARRY D	INFORMATION MEETING	10/30/12	WASHINGTON, DC	\$1,166	4
COOPER, BARRY D	INFORMATION MEETING	10/22/12	WASHINGTON, DC	\$1,116	3
COOPER, BARRY D	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,371	4
COOPER, BARRY D	CONFERENCE ATTENDANCE	10/9/12	PLYMOUTH, IN	\$188	2
COOPER, BARRY D	INFORMATION MEETING	9/25/12	WASHINGTON, DC	\$856	2
COOPER, BARRY D	CONFERENCE ATTENDANCE	9/16/12	GALENA, IL	\$688	3
COOPER, BARRY D	CONFERENCE ATTENDANCE	9/9/12	SALT LAKE CITY, UT	\$1,475	3
COOPER, BARRY D	INFORMATION MEETING	8/28/12	WASHINGTON, DC	\$884	3
COOPER, BARRY D	INFORMATION MEETING	8/6/12	INDIANAPOLIS, IN	\$359	3
COOPER, BARRY D	CONFERENCE ATTENDANCE	8/2/12	APPLETON, WI	\$577	3
COOPER, BARRY D	OTHER TRAVEL	7/24/12	OSHKOSH, WI	\$1,034	4
COOPER, BARRY D	INFORMATION MEETING	7/10/12	OKLAHOMA CITY, OK	\$925	3
COOPER, BARRY D	SPEECH OR PRESENTATION	6/21/12	SAINT PAUL, MN	\$1,016	3
COOPER, BARRY D	INFORMATION MEETING	6/6/12	WASHINGTON, DC	\$1,047	3
COOPER, BARRY D	INFORMATION MEETING	5/14/12	SPRINGFIELD, IL	\$182	2
COOPER, BARRY D	CONFERENCE ATTENDANCE	5/7/12	WISCONSIN DELLS, WI	\$434	2
COOPER, BARRY D	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$907	3.5
COOPER, BARRY D	INFORMATION MEETING	4/23/12	WASHINGTON, DC	\$389	1.5
COOPER, BARRY D	CONFERENCE ATTENDANCE	4/12/12	ROCHESTER, MN	\$580	2
COOPER, BARRY D	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,078	3
COOPER, BARRY D	OTHER TRAVEL	4/3/12	CINCINNATI, OH	\$570	2
COOPER, BARRY D	INFORMATION MEETING	4/2/12	WASHINGTON, DC	\$468	1
COOPER, BARRY D	INFORMATION MEETING	3/21/12	WASHINGTON, DC	\$764	2
COOPER, BARRY D	CONFERENCE ATTENDANCE	3/12/12	RAPID CITY, SD	\$1,773	3
COOPER, BARRY D	CONFERENCE ATTENDANCE	3/5/12	BISMARCK, ND	\$1,392	3
COOPER, BARRY D	OTHER TRAVEL	2/27/12	WASHINGTON, DC	\$1,667	5
COOPER, BARRY D	OTHER TRAVEL	2/21/12	WASHINGTON, DC	\$1,147	4
COOPER, BARRY D	OTHER TRAVEL	2/12/12	PALM COAST, FL	\$1,183	10
COOPER, BARRY D	OTHER TRAVEL	2/6/12	WASHINGTON, DC	\$1,565	5
COOPER, BARRY D	OTHER TRAVEL	1/30/12	WASHINGTON, DC	\$1,582	5
COOPER, BARRY D	INFORMATION MEETING	1/19/12	DETROIT, MI	\$628	2
COOPER, BARRY D	INFORMATION MEETING	1/11/12	WASHINGTON, DC	\$908	3
COOPER, BARRY D	SPEECH OR PRESENTATION	1/9/12	CARBONDALE, IL	\$475	2
COOPER, BARRY D	SPEECH OR PRESENTATION	11/30/11	MINNEAPOLIS, MN	\$546	2
COOPER, BARRY D	INFORMATION MEETING	11/15/11	WASHINGTON, DC	\$799	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
COOPER, BARRY D	INFORMATION MEETING	11/7/11	FORT WORTH, TX	\$652	1
COOPER, BARRY D	OTHER TRAVEL	11/2/11	WASHINGTON, DC	\$694	2
COOPER, BARRY D	SPEECH OR PRESENTATION	10/11/11	PLYMOUTH, IN	\$465	3
COOPER, BARRY D	OTHER TRAVEL	10/6/11	WASHINGTON, DC	\$1,042	3
COOPER, BARRY D	INFORMATION MEETING	10/4/11	MINNEAPOLIS, MN	\$442	1
COOPER, STEVEN I	SITE VISIT	12/2/12	OKLAHOMA CITY, OK	\$1,232	5
COOPER, STEVEN I	SPEECH OR PRESENTATION	10/25/12	FREDERICK, MD	\$339	2
COOPER, STEVEN I	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$545	4
COOPER, STEVEN I	CONFERENCE ATTENDANCE	3/24/12	SCOTTSDALE, AZ	\$2,625	5
COOPER, STEVEN I	INFORMATION MEETING	3/5/12	ATLANTIC CITY, NJ	\$402	3
COOPER, STEVEN I	INFORMATION MEETING	1/9/12	CHARLOTTESVILLE, VA	\$544	3
COOPER, STEVEN I	SITE VISIT	12/12/11	KANSAS CITY, MO	\$431	1
COOPER, STEVEN I	SITE VISIT	12/4/11	OKLAHOMA CITY, OK	\$1,315	5
COOPER, STEVEN I	CONFERENCE ATTENDANCE	10/25/11	CHICAGO, IL	\$416	1
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	2/10/13	WASHINGTON, DC	\$837	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	10/8/12	WASHINGTON, DC	\$44	4
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	9/18/12	FORT WORTH, TX	\$654	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	9/5/12	WASHINGTON, DC	\$1,122	3
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	8/7/12	WASHINGTON, DC	\$959	3
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	7/18/12	WASHINGTON, DC	\$1,041	3
COPPEDGE, ADRIENNE MICHELE	SPEECH OR PRESENTATION	6/27/12	SCHAUMBURG, IL	\$686	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	5/2/12	WASHINGTON, DC	\$1,176	3
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,208	4
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$4,105	12
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	3/7/12	WASHINGTON, DC	\$916	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	3/1/12	WASHINGTON, DC	\$1,195	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	2/14/12	WASHINGTON, DC	\$1,046	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	2/2/12	WASHINGTON, DC	\$769	2
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	11/2/11	WASHINGTON, DC	\$1,068	3
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	10/24/11	CHICAGO, IL	\$1,139	4
COPPEDGE, ADRIENNE MICHELE	INFORMATION MEETING	10/5/11	WASHINGTON, DC	\$1,230	3
CORBETT, AMY L	CONFERENCE ATTENDANCE	3/12/13	NASHVILLE, TN	\$990	6
CORBETT, AMY L	INFORMATION MEETING	2/27/13	WASHINGTON, DC	\$863	3
CORBETT, AMY L	INFORMATION MEETING	2/11/13	JACKSONVILLE, NY	\$358	2
CORBETT, AMY L	INFORMATION MEETING	1/31/13	ROCKLAND, ME	\$215	2
CORBETT, AMY L	INFORMATION MEETING	11/26/12	WASHINGTON, DC	\$907	3
CORBETT, AMY L	INFORMATION MEETING	11/13/12	WASHINGTON, DC	\$1,005	3
CORBETT, AMY L	INFORMATION MEETING	10/21/12	NASHVILLE, TN	\$923	3
CORBETT, AMY L	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,383	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
CORBETT, AMY L	INFORMATION MEETING	9/27/12	WASHINGTON, DC	\$660	2
CORBETT, AMY L	SITE VISIT	8/24/12	BRUNSWICK, ME	\$241	1.5
CORBETT, AMY L	SITE VISIT	8/22/12	BAR HARBOR, ME	\$402	2.5
CORBETT, AMY L	INFORMATION MEETING	8/8/12	HYANNIS, MA	\$211	2
CORBETT, AMY L	SITE VISIT	7/26/12	NEWPORT, VT	\$186	1.5
CORBETT, AMY L	SITE VISIT	7/25/12	STOWE, VT	\$186	1.5
CORBETT, AMY L	INFORMATION MEETING	6/27/12	RUTLAND, VT	\$169	2
CORBETT, AMY L	SPEECH OR PRESENTATION	6/1/12	BRUNSWICK, ME	\$197	2
CORBETT, AMY L	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$699	4
CORBETT, AMY L	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,298	4
CORBETT, AMY L	INFORMATION MEETING	3/28/12	LAKE LAND, FL	\$1,024	3
CORBETT, AMY L	CONFERENCE ATTENDANCE	3/7/12	DALLAS, TX	\$1,279	5
CORBETT, AMY L	INFORMATION MEETING	2/23/12	WASHINGTON, DC	\$533	1.5
CORBETT, AMY L	INFORMATION MEETING	2/22/12	JACKSONVILLE, NY	\$533	1.5
CORBETT, AMY L	INFORMATION MEETING	2/13/12	PALM COAST, FL	\$866	4
CORBETT, AMY L	SPEECH OR PRESENTATION	2/1/12	HYANNIS, MA	\$196	2
CORBETT, AMY L	INFORMATION MEETING	1/18/12	WASHINGTON, DC	\$672	2
CORBETT, AMY L	INFORMATION MEETING	11/29/11	WASHINGTON, DC	\$626	2
CORBETT, AMY L	INFORMATION MEETING	11/1/11	WASHINGTON, DC	\$564	2
CORBETT, AMY L	INFORMATION MEETING	10/24/11	DES PLAINES, IL	\$1,262	4
COX, VICTORIA H	INFORMATION MEETING	12/4/12	ATLANTIC CITY, NJ	\$684	3
COX, VICTORIA H	INFORMATION MEETING	11/12/12	ATLANTIC CITY, NJ	\$1,023	5
COX, VICTORIA H	INFORMATION MEETING	10/3/12	DAYTON, OH	\$201	2
COX, VICTORIA H	INFORMATION MEETING	9/4/12	ATLANTIC CITY, NJ	\$500	2
COX, VICTORIA H	INFORMATION MEETING	7/22/12	ATLANTIC CITY, NJ	\$1,204	6
COX, VICTORIA H	SPEECH OR PRESENTATION	6/26/12	SCHAUMBURG, IL	\$632	2
COX, VICTORIA H	INFORMATION MEETING	6/17/12	ATLANTIC CITY, NJ	\$832	4
COX, VICTORIA H	INFORMATION MEETING	5/23/12	SEATTLE, WA	\$1,194	3
COX, VICTORIA H	INFORMATION MEETING	5/14/12	ATLANTIC CITY, NJ	\$687	3
COX, VICTORIA H	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$134	1
COX, VICTORIA H	INFORMATION MEETING	3/15/12	PHILADELPHIA, PA	\$722	2
COX, VICTORIA H	INFORMATION MEETING	3/5/12	ATLANTIC CITY, NJ	\$842	4
COX, VICTORIA H	INFORMATION MEETING	2/20/12	ATLANTIC CITY, NJ	\$485	2
COX, VICTORIA H	INFORMATION MEETING	2/9/12	ATLANTIC CITY, NJ	\$473	3
COX, VICTORIA H	INFORMATION MEETING	2/1/12	DAYTONA BEACH, FL	\$676	3
COX, VICTORIA H	SPEECH OR PRESENTATION	1/9/12	NASHVILLE, TN	\$717	2
COX, VICTORIA H	INFORMATION MEETING	12/22/11	ATLANTIC CITY, NJ	\$489	2
COX, VICTORIA H	INFORMATION MEETING	12/13/11	ATLANTIC CITY, NJ	\$842	4
COX, VICTORIA H	INFORMATION MEETING	11/9/11	ATLANTIC CITY, NJ	\$647	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
COX, VICTORIA H	INFORMATION MEETING	11/7/11	DAYTONA BEACH, FL	\$347	1
COX, VICTORIA H	INFORMATION MEETING	10/20/11	ATLANTIC CITY, NJ	\$658	3
CRABTREE, GENE T	OTHER TRAVEL	1/29/13	MEMPHIS, TN	\$1,164	3
CRABTREE, GENE T	OTHER TRAVEL	1/2/13	JOHNSON CITY, TN	\$259	1.5
CRABTREE, GENE T	OTHER TRAVEL	10/1/12	WASHINGTON, DC	\$16,121	93.5
CRABTREE, GENE T	SPEECH OR PRESENTATION	9/18/12	ALBANY, NY	\$367	0.5
CRABTREE, GENE T	SPEECH OR PRESENTATION	9/17/12	NASHUA, NH	\$1,102	1.5
CRABTREE, GENE T	OTHER TRAVEL	9/13/12	WASHINGTON, DC	\$3,583	18
CRABTREE, GENE T	OTHER TRAVEL	9/3/12	WASHINGTON, DC	\$1,783	5
CRABTREE, GENE T	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$899	3
CRABTREE, GENE T	INFORMATION MEETING	8/6/12	WASHINGTON, DC	\$1,332	4
CRABTREE, GENE T	INFORMATION MEETING	7/23/12	CLEVELAND, OH	\$1,454	4
CRABTREE, GENE T	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,483	4
CRABTREE, GENE T	INFORMATION MEETING	7/9/12	PALM COAST, FL	\$774	4
CRABTREE, GENE T	INFORMATION MEETING	6/27/12	PENSACOLA, FL	\$702	3
CRABTREE, GENE T	INFORMATION MEETING	6/18/12	WASHINGTON, DC	\$1,821	5
CRABTREE, GENE T	INFORMATION MEETING	6/4/12	WASHINGTON, DC	\$1,463	4
CRABTREE, GENE T	INFORMATION MEETING	5/30/12	FORT WORTH, TX	\$1,100	3
CRABTREE, GENE T	INFORMATION MEETING	5/21/12	NASHUA, NH	\$1,694	5
CRABTREE, GENE T	INFORMATION MEETING	5/15/12	WASHINGTON, DC	\$985	2
CRABTREE, GENE T	INFORMATION MEETING	5/7/12	SAN DIEGO, CA	\$1,396	8
CRABTREE, GENE T	INFORMATION MEETING	4/30/12	KANSAS CITY, MO	\$1,153	5
CRABTREE, GENE T	INFORMATION MEETING	4/14/12	SAN JUAN, PR	\$3,083	7
CRABTREE, GENE T	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,535	4
CRABTREE, GENE T	OTHER TRAVEL	3/23/12	TAMPA, FL	\$1,822	8.5
CRABTREE, GENE T	OTHER TRAVEL	3/19/12	PHILADELPHIA, PA	\$965	4.5
CRABTREE, GENE T	INFORMATION MEETING	3/14/12	BOSTON, MA	\$532	1.5
CRABTREE, GENE T	INFORMATION MEETING	3/12/12	NASHUA, NH	\$887	2.5
CRABTREE, GENE T	INFORMATION MEETING	3/5/12	WASHINGTON, DC	\$1,852	5
CRABTREE, GENE T	INFORMATION MEETING	2/28/12	JACKSONVILLE, NY	\$1,655	3
CRABTREE, GENE T	INFORMATION MEETING	2/6/12	WASHINGTON, DC	\$1,401	5
CRABTREE, GENE T	INFORMATION MEETING	1/23/12	MIAMI, FL	\$693	4.5
CRABTREE, GENE T	INFORMATION MEETING	1/20/12	TAMPA, FL	\$462	3
CRABTREE, GENE T	INFORMATION MEETING	1/19/12	ORLANDO, FL	\$154	1
CRABTREE, GENE T	INFORMATION MEETING	1/18/12	DAYTONA BEACH, FL	\$154	1
CRABTREE, GENE T	INFORMATION MEETING	1/17/12	TALLAHASSEE, FL	\$154	1
CRABTREE, GENE T	INFORMATION MEETING	1/16/12	TAMPA, FL	\$154	1
CRABTREE, GENE T	INFORMATION MEETING	1/13/12	TAMPA, FL	\$385	2.5
CRABTREE, GENE T	INFORMATION MEETING	1/9/12	OKLAHOMA CITY, OK	\$1,698	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
CRABTREE, GENE T	SITE VISIT	12/19/11	MEMPHIS, TN	\$551	2
CRABTREE, GENE T	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,361	4
CRABTREE, GENE T	INFORMATION MEETING	12/5/11	WASHINGTON, DC	\$1,668	5
CRABTREE, GENE T	INFORMATION MEETING	11/29/11	WASHINGTON, DC	\$719	2
CRABTREE, GENE T	INFORMATION MEETING	11/15/11	SAN FRANCISCO, CA	\$1,496	12
CRABTREE, GENE T	INFORMATION MEETING	11/4/11	TAMPA, FL	\$555	1.5
CRABTREE, GENE T	INFORMATION MEETING	11/2/11	FLUSHING, NY	\$739	2
CRABTREE, GENE T	INFORMATION MEETING	10/31/11	BOSTON, MA	\$924	2.5
CRABTREE, GENE T	INFORMATION MEETING	10/24/11	WASHINGTON, DC	\$1,381	5
CRABTREE, GENE T	INFORMATION MEETING	10/19/11	BLOOMINGTON, MN	\$1,258	3
CRABTREE, GENE T	INFORMATION MEETING	10/3/11	WASHINGTON, DC	\$839	2
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	2/20/13	LONDON, GBR	\$691	2
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	2/1/13	PARIS, FRA	\$392	1
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	1/6/13	WASHINGTON, DC	\$3,645	6
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	12/3/12	PARIS, FRA	\$633	2
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	11/18/12	MONTREAL, CAN	\$5,787	14
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	10/17/12	HAMBURG, FRG	\$1,168	3
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	9/1/12	WINDHOEK, NAM	\$4,117	5
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	8/16/12	WASHINGTON, DC	\$4,378	9
CREAMER, STEPHEN PATRICK	OTHER TRAVEL	7/15/12	WASHINGTON, DC	\$3,592	7
CREAMER, STEPHEN PATRICK	CONFERENCE ATTENDANCE	7/9/12	STRASBOURG, FRA	\$1,280	3
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	6/23/12	PARIS, FRA	\$1,339	4
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	5/21/12	MOSCOW, RUS	\$2,403	4
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	5/3/12	PARIS, FRA	\$915	2
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	4/19/12	WASHINGTON, DC	\$4,316	10
CREAMER, STEPHEN PATRICK	CONFERENCE ATTENDANCE	3/6/12	AMSTERDAM, HOL	\$1,657	3
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	12/4/11	WASHINGTON, DC	\$3,610	6
CREAMER, STEPHEN PATRICK	CONFERENCE ATTENDANCE	11/12/11	DUBAI, UAE	\$3,330	4
CREAMER, STEPHEN PATRICK	CONFERENCE ATTENDANCE	11/9/11	GENEVA, SUI	\$836	1
CREAMER, STEPHEN PATRICK	CONFERENCE ATTENDANCE	11/2/11	LONDON, GBR	\$950	2
CREAMER, STEPHEN PATRICK	INFORMATION MEETING	10/27/11	AMSTERDAM, HOL	\$772	2
CREAMER, STEPHEN PATRICK	CONFERENCE ATTENDANCE	10/3/11	MUNICH, FRG	\$1,519	4
DALTON, SARAH PEASE	SITE VISIT	2/26/13	HELENA, MT	\$1,207	4
DALTON, SARAH PEASE	INFORMATION MEETING	2/7/13	HAILEY, ID	\$782	2
DALTON, SARAH PEASE	INFORMATION MEETING	1/28/13	DENVER, CO	\$879	3
DALTON, SARAH PEASE	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$818	3
DALTON, SARAH PEASE	OTHER TRAVEL	7/1/12	WASHINGTON, DC	\$939	2
DECLLENE, BRUCE E	INFORMATION MEETING	2/26/13	IRVING, TX	\$1,369	3
DECLLENE, BRUCE E	INFORMATION MEETING	2/12/13	OKLAHOMA CITY, OK	\$1,137	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
DECLEENE, BRUCE E	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,257	2
DECLEENE, BRUCE E	INFORMATION MEETING	1/28/13	MANHATTAN BEACH, CA	\$1,490	4
DECLEENE, BRUCE E	CONFERENCE ATTENDANCE	1/22/13	PHOENIX, AZ	\$1,416	3
DECLEENE, BRUCE E	INFORMATION MEETING	1/6/13	FORT WORTH, TX	\$918	2
DECLEENE, BRUCE E	INFORMATION MEETING	12/18/12	FORT WORTH, TX	\$1,366	3
DECLEENE, BRUCE E	SITE VISIT	12/4/12	OKLAHOMA CITY, OK	\$1,117	4
DECLEENE, BRUCE E	SPEECH OR PRESENTATION	11/25/12	MONTREAL, CAN	\$2,695	6
DECLEENE, BRUCE E	CONFERENCE ATTENDANCE	9/17/12	ATLANTIC CITY, NJ	\$374	2
DECLEENE, BRUCE E	INFORMATION MEETING	9/11/12	KANSAS CITY, MO	\$934	2
DECLEENE, BRUCE E	INFORMATION MEETING	5/23/12	SEATTLE, WA	\$1,918	2
DECLEENE, BRUCE E	SPEECH OR PRESENTATION	5/14/12	SAN ANTONIO, TX	\$1,481	5
DECLEENE, BRUCE E	CONFERENCE ATTENDANCE	4/29/12	ANCHORAGE, AK	\$1,884	4
DECLEENE, BRUCE E	SPEECH OR PRESENTATION	4/19/12	FORT WORTH, TX	\$891	1
DECLEENE, BRUCE E	INFORMATION MEETING	3/19/12	FORT WORTH, TX	\$1,335	5
DECLEENE, BRUCE E	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$441	2
DECLEENE, BRUCE E	CONFERENCE ATTENDANCE	1/23/12	SAN ANTONIO, TX	\$1,078	4
DELEON, BENITO J	INFORMATION MEETING	2/25/13	LOS ANGELES, CA	\$1,014	3
DELEON, BENITO J	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,682	2
DELEON, BENITO J	CONFERENCE ATTENDANCE	1/6/13	WAILEA, HI	\$3,637	5
DELEON, BENITO J	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$1,267	3
DELEON, BENITO J	INFORMATION MEETING	11/1/12	MANCHESTER, NH	\$772	1
DELEON, BENITO J	CONFERENCE ATTENDANCE	10/3/12	DAYTON, OH	\$797	2
DELEON, BENITO J	CONFERENCE ATTENDANCE	9/17/12	GALENA, IL	\$849	2
DELEON, BENITO J	CONFERENCE ATTENDANCE	9/10/12	SALT LAKE CITY, UT	\$1,252	2
DELEON, BENITO J	INFORMATION MEETING	8/21/12	NEW YORK, NY	\$384	1
DELEON, BENITO J	INFORMATION MEETING	8/8/12	ORLANDO, FL	\$458	1
DELEON, BENITO J	CONFERENCE ATTENDANCE	6/25/12	RENO, NV	\$994	2
DELEON, BENITO J	INFORMATION MEETING	6/15/12	NEW YORK, NY	\$326	1
DELEON, BENITO J	INFORMATION MEETING	6/6/12	SEATTLE, WA	\$1,704	3
DELEON, BENITO J	INFORMATION MEETING	5/30/12	CHICAGO, IL	\$343	1
DELEON, BENITO J	INFORMATION MEETING	5/29/12	BURLINGTON, MA	\$355	1
DELEON, BENITO J	INFORMATION MEETING	5/23/12	RENTON, WA	\$1,849	3
DELEON, BENITO J	CONFERENCE ATTENDANCE	5/20/12	GALVESTON, TX	\$917	2
DELEON, BENITO J	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$245	2
DELEON, BENITO J	SPEECH OR PRESENTATION	4/17/12	VIENNA, AUT	\$3,005	4
DELEON, BENITO J	INFORMATION MEETING	4/12/12	PHILADELPHIA, PA	\$262	1
DELEON, BENITO J	INFORMATION MEETING	3/27/12	NEW YORK, NY	\$293	1
DELEON, BENITO J	INFORMATION MEETING	3/20/12	BURLINGTON, MA	\$428	1
DELEON, BENITO J	CONFERENCE ATTENDANCE	3/6/12	LAS VEGAS, NV	\$1,359	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
DELEON, BENITO J	INFORMATION MEETING	2/29/12	NEW YORK, NY	\$432	1
DELEON, BENITO J	INFORMATION MEETING	2/7/12	TUKWILA, WA	\$1,375	4
DELEON, BENITO J	CONFERENCE ATTENDANCE	1/26/12	ATLANTA, GA	\$468	1
DELEON, BENITO J	CONFERENCE ATTENDANCE	1/8/12	KAMUELA, HI	\$2,551	4
DELEON, BENITO J	CONFERENCE ATTENDANCE	12/5/11	RENTON, WA	\$2,143	4
DELEON, BENITO J	SITE VISIT	11/21/11	TAOS PUEBLO, NM	\$1,338	3
DOMINGO, RICARDO	INFORMATION MEETING	3/18/13	ATLANTA, GA	\$3,945	12
DOMINGO, RICARDO	INFORMATION MEETING	3/11/13	ATLANTA, GA	\$1,986	5
DOMINGO, RICARDO	INFORMATION MEETING	2/19/13	ATLANTA, GA	\$2,827	11
DOMINGO, RICARDO	INFORMATION MEETING	2/11/13	ATLANTA, GA	\$1,856	5
DOMINGO, RICARDO	INFORMATION MEETING	2/4/13	WASHINGTON, DC	\$2,002	5
DOMINGO, RICARDO	OTHER TRAVEL	1/7/13	ATLANTA, GA	\$3,924	12
DOMINGO, RICARDO	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$1,210	4.5
DOMINGO, RICARDO	INFORMATION MEETING	12/3/12	ATLANTA, GA	\$2,016	7.5
DOMINGO, RICARDO	INFORMATION MEETING	11/27/12	WASHINGTON, DC	\$1,631	4
DOMINGO, RICARDO	INFORMATION MEETING	10/24/12	WASHINGTON, DC	\$1,335	3
DOMINGO, RICARDO	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$2,020	5
DOMINGO, RICARDO	INFORMATION MEETING	10/2/12	WASHINGTON, DC	\$1,629	4
DOMINGO, RICARDO	INFORMATION MEETING	9/10/12	ATLANTA, GA	\$2,012	5
DOMINGO, RICARDO	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$2,216	5
DOMINGO, RICARDO	INFORMATION MEETING	8/22/12	DENVER, CO	\$901	3
DOMINGO, RICARDO	INFORMATION MEETING	7/30/12	ATLANTA, GA	\$2,093	5
DOMINGO, RICARDO	INFORMATION MEETING	6/18/12	DENVER, CO	\$1,415	4
DOMINGO, RICARDO	INFORMATION MEETING	5/3/12	HILLSBORO, OR	\$200	2
DOMINGO, RICARDO	CONFERENCE ATTENDANCE	4/27/12	WASHINGTON, DC	\$672	1.5
DOMINGO, RICARDO	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$1,569	3.5
DOMINGO, RICARDO	INFORMATION MEETING	4/7/12	OKLAHOMA CITY, OK	\$2,152	6.5
DOMINGO, RICARDO	INFORMATION MEETING	4/5/12	WASHINGTON, DC	\$662	2
DOMINGO, RICARDO	INFORMATION MEETING	4/2/12	LAS VEGAS, NV	\$1,159	3.5
DOMINGO, RICARDO	INFORMATION MEETING	3/19/12	PLANTATION, FL	\$2,012	5
DOMINGO, RICARDO	INFORMATION MEETING	2/28/12	WASHINGTON, DC	\$3,477	10
DOMINGO, RICARDO	INFORMATION MEETING	2/6/12	DALLAS, TX	\$1,595	5
DOMINGO, RICARDO	INFORMATION MEETING	1/8/12	WASHINGTON, DC	\$2,083	6
DOMINGO, RICARDO	INFORMATION MEETING	1/3/12	LAWNSDALE, CA	\$1,126	2
DOMINGO, RICARDO	INFORMATION MEETING	12/11/11	SAN DIEGO, CA	\$2,211	8
DOMINGO, RICARDO	INFORMATION MEETING	12/1/11	DENVER, CO	\$834	4
DOMINGO, RICARDO	INFORMATION MEETING	11/20/11	WASHINGTON, DC	\$1,024	7
DOMINGO, RICARDO	TRAINING ATTENDANCE	11/7/11	PALM COAST, FL	\$1,238	4
DOMINGO, RICARDO	OTHER TRAVEL	11/2/11	WASHINGTON, DC	\$1,247	3

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DOMINGO, RICARDO	INFORMATION MEETING	10/31/11	SAINT GEORGE, UT	\$1,020	2
DOMINGO, RICARDO	INFORMATION MEETING	10/11/11	WASHINGTON, DC	\$2,074	5
DOMINIK, CYNTHIA A	INFORMATION MEETING	3/12/13	MANHATTAN, NY	\$668	2
DOMINIK, CYNTHIA A	SITE VISIT	3/11/13	MANHATTAN, NY	\$355	1
DOMINIK, CYNTHIA A	INFORMATION MEETING	2/23/13	ACCRA, GHA	\$3,901	8
DOMINIK, CYNTHIA A	OTHER TRAVEL	1/20/13	MONTREAL, CAN	\$1,965	6
DOMINIK, CYNTHIA A	OTHER TRAVEL	12/9/12	OKLAHOMA CITY, OK	\$1,650	6
DOMINIK, CYNTHIA A	OTHER TRAVEL	10/28/12	PRAIA, CPV	\$5,544	7
DOMINIK, CYNTHIA A	OTHER TRAVEL	9/9/12	BOULDER, CO	\$1,839	6
DOMINIK, CYNTHIA A	OTHER TRAVEL	8/18/12	NAIROBI, KEN	\$4,513	6.5
DOMINIK, CYNTHIA A	OTHER TRAVEL	8/12/12	AMSTERDAM, HOL	\$347	0.5
DOMINIK, CYNTHIA A	OTHER TRAVEL	8/12/12	ENTEBBE, UGA	\$4,166	6
DOMINIK, CYNTHIA A	OTHER TRAVEL	6/24/12	OKLAHOMA CITY, OK	\$1,243	4
DOMINIK, CYNTHIA A	INFORMATION MEETING	6/2/12	BEIJING, CHN	\$4,722	9
DOMINIK, CYNTHIA A	OTHER TRAVEL	3/11/12	MONTREAL, CAN	\$2,328	8
DOMINIK, CYNTHIA A	OTHER TRAVEL	10/11/11	OKLAHOMA CITY, OK	\$1,025	4
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	3/17/13	DENVER, CO	\$2,393	5
DOUGLAS, STEVEN W	INFORMATION MEETING	1/29/13	LOS ANGELES, CA	\$1,129	3.5
DOUGLAS, STEVEN W	INFORMATION MEETING	1/27/13	TAMPA, FL	\$807	2.5
DOUGLAS, STEVEN W	INFORMATION MEETING	1/6/13	FORT WORTH, TX	\$2,313	6
DOUGLAS, STEVEN W	INFORMATION MEETING	12/17/12	FORT WORTH, TX	\$1,508	4
DOUGLAS, STEVEN W	INFORMATION MEETING	11/6/12	SEATTLE, WA	\$2,117	4
DOUGLAS, STEVEN W	INFORMATION MEETING	9/30/12	COLOGNE, FRG	\$2,020	3
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	9/17/12	ATLANTA, GA	\$865	2
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	8/12/12	LONG BEACH, CA	\$1,900	6
DOUGLAS, STEVEN W	INFORMATION MEETING	7/25/12	APPLETON, WI	\$1,450	3.5
DOUGLAS, STEVEN W	INFORMATION MEETING	7/23/12	OKLAHOMA CITY, OK	\$1,036	2.5
DOUGLAS, STEVEN W	SPEECH OR PRESENTATION	6/11/12	CLEVELAND, OH	\$19	4
DOUGLAS, STEVEN W	SPEECH OR PRESENTATION	6/5/12	WINDSOR LOCKS, CT	\$718	2.5
DOUGLAS, STEVEN W	SPEECH OR PRESENTATION	6/3/12	GARDEN CITY, NY	\$718	2.5
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$380	3
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	4/10/12	TOBAGO, TRI	\$2,874	4
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	4/2/12	DALLAS, TX	\$1,585	4
DOUGLAS, STEVEN W	INFORMATION MEETING	3/19/12	FORT WORTH, TX	\$1,794	4
DOUGLAS, STEVEN W	SPEECH OR PRESENTATION	1/30/12	DUBAI, UAE	\$4,780	5
DOUGLAS, STEVEN W	CONFERENCE ATTENDANCE	1/23/12	SAN ANTONIO, TX	\$1,566	4
DOUGLAS, STEVEN W	INFORMATION MEETING	1/17/12	CHICAGO, IL	\$623	2
DOUGLAS, STEVEN W	INFORMATION MEETING	11/14/11	COLOGNE, FRG	\$2,319	5
DOUGLAS, STEVEN W	TRAINING ATTENDANCE	11/7/11	PALM COAST, FL	\$739	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
DOUGLAS, STEVEN W	INFORMATION MEETING	10/31/11	OKLAHOMA CITY, OK	\$1,391	4
DOUGLAS, STEVEN W	INFORMATION MEETING	10/18/11	SEATTLE, WA	\$2,541	4
DOUGLAS, STEVEN W	SPEECH OR PRESENTATION	10/9/11	LAS VEGAS, NV	\$2,003	4
DUCHARME, RICHARD J	SITE VISIT	8/14/12	CHERRY HILL, NJ	\$896	3
DUCHARME, RICHARD J	SITE VISIT	7/30/12	LAS VEGAS, NV	\$1,570	3
DUCHARME, RICHARD J	OTHER TRAVEL	7/11/12	KANSAS CITY, KS	\$487	2
DUCHARME, RICHARD J	OTHER TRAVEL	7/10/12	DALLAS, TX	\$1,328	2
DUCHARME, RICHARD J	CONFERENCE ATTENDANCE	6/20/12	ROME, ITA	\$7,281	8
DUCHARME, RICHARD J	OTHER TRAVEL	6/6/12	AMELIA ISLAND, FL	\$1,032	2
DUCHARME, RICHARD J	CONFERENCE ATTENDANCE	5/23/12	GALLOWAY, NJ	\$554	2
DUCHARME, RICHARD J	SPEECH OR PRESENTATION	4/30/12	KANSAS CITY, MO	\$1,070	2
DUCHARME, RICHARD J	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$240	2
DUCHARME, RICHARD J	SITE VISIT	4/22/12	ORLANDO, FL	\$406	4
DUCHARME, RICHARD J	SPEECH OR PRESENTATION	4/11/12	NEW ORLEANS, LA	\$1,161	2
DUCHARME, RICHARD J	OTHER TRAVEL	3/27/12	BOSTON, MA	\$317	1
DUCHARME, RICHARD J	CONFERENCE ATTENDANCE	3/2/12	AMSTERDAM, HOL	\$4,654	7
DUCHARME, RICHARD J	SITE VISIT	2/7/12	BOSTON, MA	\$419	1
DUCHARME, RICHARD J	SPEECH OR PRESENTATION	2/1/12	ATLANTA, GA	\$421	1
DUCHARME, RICHARD J	CONFERENCE ATTENDANCE	1/24/12	FORT WORTH, TX	\$812	2
DUCHARME, RICHARD J	INFORMATION MEETING	1/17/12	MIAMI BEACH, FL	\$813	2
DUCHARME, RICHARD J	SITE VISIT	12/12/11	CONSHOHOCKEN, PA	\$504	2
DUCHARME, RICHARD J	INFORMATION MEETING	12/5/11	LONDON, GBR	\$3,251	4
DUCHARME, RICHARD J	SITE VISIT	11/2/11	PHILADELPHIA, PA	\$675	3
DUCHARME, RICHARD J	SPEECH OR PRESENTATION	10/16/11	LAS VEGAS, NV	\$1,568	3
DUCHARME, RICHARD J	SITE VISIT	10/5/11	MIAMI, FL	\$1,472	6
DUCHARME, RICHARD J	SPEECH OR PRESENTATION	10/3/11	WASHINGTON, DC	\$86	1
DUNCAN, JOHN S	CONFERENCE ATTENDANCE	2/20/13	AUBURN, AL	\$590	2
DUNCAN, JOHN S	CONFERENCE ATTENDANCE	7/22/12	NEENAH, WI	\$3,218	6
DUNCAN, JOHN S	CONFERENCE ATTENDANCE	6/12/12	CLEVELAND, OH	\$1,500	3
DUNCAN, JOHN S	CONFERENCE ATTENDANCE	5/21/12	MINNEAPOLIS, MN	\$1,104	3
DUNCAN, JOHN S	SITE VISIT	4/24/12	SHEPHERDSTOWN, WV	\$531	4
DUNCAN, JOHN S	INFORMATION MEETING	3/28/12	LAKELAND, FL	\$2,142	4
DUNCAN, JOHN S	SPEECH OR PRESENTATION	3/18/12	NEW ORLEANS, LA	\$1,579	3
DUNCAN, JOHN S	INFORMATION MEETING	3/15/12	FORT WORTH, TX	\$882	2
DUNCAN, JOHN S	INFORMATION MEETING	11/13/11	COLOGNE, FRG	\$5,021	6
DUNCAN, JOHN S	INFORMATION MEETING	11/9/11	PHOENIX, AZ	\$975	2
ECK, JAMES T	INFORMATION MEETING	12/5/12	EAST POINT, GA	\$731	2
ECK, JAMES T	INFORMATION MEETING	10/14/12	ATLANTIC CITY, NJ	\$674	3
ECK, JAMES T	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$259	2

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ECK, JAMES T	INFORMATION MEETING	2/24/12	ATLANTIC CITY, NJ	\$373	1
ECK, JAMES T	INFORMATION MEETING	1/25/12	MIAMI, FL	\$1,089	2
ECK, JAMES T	INFORMATION MEETING	10/18/11	BLOOMINGTON, MN	\$1,333	3
ECK, JAMES T	INFORMATION MEETING	10/10/11	LAS VEGAS, NV	\$1,634	3
FAGAN, CAREY JOHNSON	INFORMATION MEETING	2/7/13	MADRID, ESP	\$4,570	8
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	11/18/12	MONTREAL, CAN	\$3,233	7
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	11/5/12	BRASILIA, BRA	\$4,892	3
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	10/5/12	NEW DELHI, IND	\$4,664	10
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	9/26/12	PANAMA CITY, PAN	\$2,763	3.5
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	9/23/12	BUENOS AIRES, ARG	\$2,763	3.5
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	6/21/12	ROME, ITA	\$5,423	7
FAGAN, CAREY JOHNSON	SPEECH OR PRESENTATION	6/15/12	ATLANTA, GA	\$1,089	3.5
FAGAN, CAREY JOHNSON	SPEECH OR PRESENTATION	6/13/12	PALM COAST, FL	\$622	2
FAGAN, CAREY JOHNSON	SPEECH OR PRESENTATION	6/11/12	CLEVELAND, OH	\$778	2.5
FAGAN, CAREY JOHNSON	INFORMATION MEETING	5/2/12	MONTREAL, CAN	\$1,198	1
FAGAN, CAREY JOHNSON	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$283	2
FAGAN, CAREY JOHNSON	SPEECH OR PRESENTATION	4/10/12	NEW ORLEANS, LA	\$1,320	2
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	3/2/12	AMSTERDAM, HOL	\$6,060	7.5
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	3/1/12	BRUSSELS, BEL	\$1,212	1.5
FAGAN, CAREY JOHNSON	INFORMATION MEETING	2/12/12	ISTANBUL, TUR	\$5,376	6
FAGAN, CAREY JOHNSON	INFORMATION MEETING	1/20/12	DUBAI, UAE	\$4,917	5
FAGAN, CAREY JOHNSON	CONFERENCE ATTENDANCE	11/6/11	CANCUN, MEX	\$2,257	4
FAGAN, CAREY JOHNSON	OTHER TRAVEL	10/16/11	TOKYO CITY, JPN	\$3,403	2.5
FAGAN, CAREY JOHNSON	OTHER TRAVEL	10/13/11	SINGAPORE, SIN	\$4,084	3
FAGAN, CAREY JOHNSON	OTHER TRAVEL	10/9/11	NEW CALEDONIA, NCD	\$5,445	4
FAGAN, CAREY JOHNSON	OTHER TRAVEL	10/8/11	SYDNEY, AUS	\$2,042	1.5
FAZIO, ANTHONY F	CONFERENCE ATTENDANCE	3/18/13	DENVER, CO	\$1,402	4
FAZIO, ANTHONY F	INFORMATION MEETING	1/20/13	MONTREAL, CAN	\$3,010	6
FAZIO, ANTHONY F	INFORMATION MEETING	9/16/12	ATLANTA, GA	\$1,486	5
FAZIO, ANTHONY F	INFORMATION MEETING	6/14/12	MONTREAL, CAN	\$649	1.5
FAZIO, ANTHONY F	INFORMATION MEETING	6/11/12	CLEVELAND, OH	\$1,514	3.5
FAZIO, ANTHONY F	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$385	3
FAZIO, ANTHONY F	INFORMATION MEETING	4/17/12	SAN ANTONIO, TX	\$1,325	3
FAZIO, ANTHONY F	CONFERENCE ATTENDANCE	3/19/12	FORT WORTH, TX	\$1,223	2
FAZIO, ANTHONY F	INFORMATION MEETING	3/11/12	MONTREAL, CAN	\$2,851	6
FAZIO, ANTHONY F	CONFERENCE ATTENDANCE	2/22/12	OSHKOSH, WI	\$822	1
FAZIO, ANTHONY F	INFORMATION MEETING	10/24/11	MONTREAL, CAN	\$1,878	3
FELDER, WILSON N	INFORMATION MEETING	11/21/12	WASHINGTON, DC	\$249	7
FELDER, WILSON N	INFORMATION MEETING	11/15/12	WASHINGTON, DC	\$311	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FELDER, WILSON N	INFORMATION MEETING	11/7/12	WASHINGTON, DC	\$122	7
FELDER, WILSON N	INFORMATION MEETING	11/2/12	WASHINGTON, DC	\$193	5
FELDER, WILSON N	INFORMATION MEETING	10/31/12	WASHINGTON, DC	\$112	1.5
FELDER, WILSON N	INFORMATION MEETING	10/29/12	CLEVELAND, OH	\$150	2
FELDER, WILSON N	INFORMATION MEETING	10/16/12	WASHINGTON, DC	\$1,012	13.5
FELDER, WILSON N	INFORMATION MEETING	10/11/12	WASHINGTON, DC	\$245	5
FELDER, WILSON N	INFORMATION MEETING	9/25/12	WASHINGTON, DC	\$210	15
FELDER, WILSON N	INFORMATION MEETING	9/19/12	WASHINGTON, DC	\$1,274	5.5
FELDER, WILSON N	INFORMATION MEETING	9/15/12	LOS ANGELES, CA	\$927	4
FELDER, WILSON N	INFORMATION MEETING	9/13/12	SEATTLE, WA	\$463	2
FELDER, WILSON N	INFORMATION MEETING	9/9/12	LOS ANGELES, CA	\$927	4
FELDER, WILSON N	INFORMATION MEETING	9/6/12	WASHINGTON, DC	\$811	3.5
FELDER, WILSON N	INFORMATION MEETING	8/30/12	BALTIMORE, MD	\$22	0.5
FELDER, WILSON N	INFORMATION MEETING	8/30/12	WASHINGTON, DC	\$242	5.5
FELDER, WILSON N	INFORMATION MEETING	8/24/12	WASHINGTON, DC	\$193	5
FELDER, WILSON N	INFORMATION MEETING	8/9/12	WASHINGTON, DC	\$394	13
FELDER, WILSON N	INFORMATION MEETING	8/3/12	WASHINGTON, DC	\$553	4.5
FELDER, WILSON N	INFORMATION MEETING	7/31/12	OKLAHOMA CITY, OK	\$368	3
FELDER, WILSON N	INFORMATION MEETING	7/26/12	WASHINGTON, DC	\$675	5.5
FELDER, WILSON N	INFORMATION MEETING	7/19/12	WASHINGTON, DC	\$245	5
FELDER, WILSON N	INFORMATION MEETING	7/13/12	WASHINGTON, DC	\$575	3.5
FELDER, WILSON N	INFORMATION MEETING	7/11/12	COLUMBUS, OH	\$328	2
FELDER, WILSON N	INFORMATION MEETING	7/10/12	KANSAS CITY, MO	\$164	1
FELDER, WILSON N	INFORMATION MEETING	7/5/12	WASHINGTON, DC	\$821	5
FELDER, WILSON N	INFORMATION MEETING	6/28/12	WASHINGTON, DC	\$657	4
FELDER, WILSON N	INFORMATION MEETING	6/21/12	WASHINGTON, DC	\$903	5.5
FELDER, WILSON N	INFORMATION MEETING	6/15/12	WASHINGTON, DC	\$680	3.5
FELDER, WILSON N	INFORMATION MEETING	6/14/12	BALTIMORE, MD	\$194	1
FELDER, WILSON N	INFORMATION MEETING	6/13/12	WASHINGTON, DC	\$194	1
FELDER, WILSON N	INFORMATION MEETING	6/9/12	ALBUQUERQUE, NM	\$777	4
FELDER, WILSON N	INFORMATION MEETING	6/7/12	WASHINGTON, DC	\$486	2.5
FELDER, WILSON N	INFORMATION MEETING	6/1/12	WASHINGTON, DC	\$685	4.5
FELDER, WILSON N	INFORMATION MEETING	5/31/12	CLEVELAND, OH	\$152	1
FELDER, WILSON N	INFORMATION MEETING	5/29/12	SEATTLE, WA	\$304	2
FELDER, WILSON N	INFORMATION MEETING	5/24/12	WASHINGTON, DC	\$761	5
FELDER, WILSON N	INFORMATION MEETING	5/22/12	EGG HARBOR, NJ	\$304	2
FELDER, WILSON N	INFORMATION MEETING	5/17/12	WASHINGTON, DC	\$837	5.5
FELDER, WILSON N	INFORMATION MEETING	5/11/12	WASHINGTON, DC	\$193	4.5
FELDER, WILSON N	INFORMATION MEETING	5/8/12	ALEXANDRIA, VA	\$129	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FELDER, WILSON N	INFORMATION MEETING	5/4/12	WASHINGTON, DC	\$172	4
FELDER, WILSON N	INFORMATION MEETING	4/30/12	CHARLOTTESVILLE, VA	\$172	4
FELDER, WILSON N	INFORMATION MEETING	4/27/12	WASHINGTON, DC	\$129	3
FELDER, WILSON N	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$43	1
FELDER, WILSON N	INFORMATION MEETING	4/25/12	WASHINGTON, DC	\$64	1.5
FELDER, WILSON N	INFORMATION MEETING	4/20/12	WASHINGTON, DC	\$1,007	4.5
FELDER, WILSON N	INFORMATION MEETING	4/19/12	HUNTSVILLE, AL	\$224	1
FELDER, WILSON N	INFORMATION MEETING	4/17/12	WASHINGTON, DC	\$336	1.5
FELDER, WILSON N	INFORMATION MEETING	4/5/12	WASHINGTON, DC	\$222	12
FELDER, WILSON N	INFORMATION MEETING	4/3/12	WASHINGTON, DC	\$77	1.5
FELDER, WILSON N	INFORMATION MEETING	4/2/12	BALTIMORE, MD	\$51	1
FELDER, WILSON N	INFORMATION MEETING	3/16/12	WASHINGTON, DC	\$897	17.5
FELDER, WILSON N	INFORMATION MEETING	3/14/12	EGG HARBOR, NJ	\$137	0.5
FELDER, WILSON N	INFORMATION MEETING	3/13/12	WASHINGTON, DC	\$275	1
FELDER, WILSON N	INFORMATION MEETING	3/12/12	CLEVELAND, OH	\$275	1
FELDER, WILSON N	INFORMATION MEETING	3/9/12	WASHINGTON, DC	\$824	3
FELDER, WILSON N	INFORMATION MEETING	3/6/12	SEATTLE, WA	\$824	3
FELDER, WILSON N	INFORMATION MEETING	3/1/12	WASHINGTON, DC	\$1,511	5.5
FELDER, WILSON N	INFORMATION MEETING	2/23/12	WASHINGTON, DC	\$301	6
FELDER, WILSON N	INFORMATION MEETING	2/22/12	PITTSBURGH, PA	\$651	2
FELDER, WILSON N	INFORMATION MEETING	2/19/12	WASHINGTON, DC	\$303	2.5
FELDER, WILSON N	INFORMATION MEETING	2/13/12	MOUNTAIN VIEW, CA	\$727	6
FELDER, WILSON N	INFORMATION MEETING	2/9/12	WASHINGTON, DC	\$545	4.5
FELDER, WILSON N	INFORMATION MEETING	1/26/12	WASHINGTON, DC	\$359	13
FELDER, WILSON N	INFORMATION MEETING	1/20/12	WASHINGTON, DC	\$296	4.5
FELDER, WILSON N	INFORMATION MEETING	1/19/12	NEWPORT NEWS, VA	\$66	1
FELDER, WILSON N	INFORMATION MEETING	1/19/12	WASHINGTON, DC	\$33	0.5
FELDER, WILSON N	CONFERENCE ATTENDANCE	1/9/12	NASHVILLE, TN	\$2,729	5
FELDER, WILSON N	INFORMATION MEETING	12/22/11	WASHINGTON, DC	\$292	13
FELDER, WILSON N	SPEECH OR PRESENTATION	12/13/11	LOS ANGELES, CA	\$1,152	3
FELDER, WILSON N	INFORMATION MEETING	12/1/11	WASHINGTON, DC	\$374	21
FELDER, WILSON N	INFORMATION MEETING	11/18/11	WASHINGTON, DC	\$157	13
FELDER, WILSON N	INFORMATION MEETING	11/15/11	ALBUQUERQUE, NM	\$498	2.5
FELDER, WILSON N	INFORMATION MEETING	11/10/11	WASHINGTON, DC	\$1,097	5.5
FELDER, WILSON N	INFORMATION MEETING	11/3/11	WASHINGTON, DC	\$1,400	5.5
FELDER, WILSON N	INFORMATION MEETING	11/1/11	BOULDER, CO	\$636	2.5
FELDER, WILSON N	INFORMATION MEETING	10/11/11	BOSTON, MA	\$1,228	3
FELDER, WILSON N	INFORMATION MEETING	10/6/11	WASHINGTON, DC	\$656	27
FELDER, WILSON N	CONFERENCE ATTENDANCE	10/3/11	WASHINGTON, DC	\$247	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FERNANDEZ-GRECZMIEL, MARIA C	SPEECH OR PRESENTATION	6/25/12	CHICAGO, IL	\$376	1
FERNANDEZ-GRECZMIEL, MARIA C	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$265	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	3/8/13	SEATTLE, WA	\$1,437	5.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	3/7/13	ATLANTIC CITY, NJ	\$392	1.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	1/30/13	DALLAS, TX	\$895	2.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	1/27/13	SEATTLE, WA	\$1,252	3.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	1/16/13	DALLAS, TX	\$1,035	2
FERRANTE, ANTHONY STEVEN	SITE VISIT	1/15/13	ATLANTA, GA	\$391	1
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	12/8/12	TOKYO CITY, JPN	\$4,589	7
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	12/4/12	DALLAS, TX	\$482	1.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	12/2/12	SEATTLE, WA	\$803	2.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	11/27/12	SAINT LOUIS, MO	\$725	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	11/10/12	PARIS, FRA	\$4,164	8
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	10/9/12	COLOGNE, FRG	\$2,601	5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	7/31/12	SEATTLE, WA	\$1,990	3
FERRANTE, ANTHONY STEVEN	SPEECH OR PRESENTATION	6/22/12	ROME, ITA	\$3,646	5
FERRANTE, ANTHONY STEVEN	SITE VISIT	6/19/12	SEATTLE, WA	\$1,634	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	6/18/12	ATLANTA, GA	\$308	1
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	6/10/12	PARIS, FRA	\$4,004	8
FERRANTE, ANTHONY STEVEN	SITE VISIT	5/29/12	LOS ANGELES, CA	\$856	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	5/17/12	LISBON, POR	\$2,717	10
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$360	3
FERRANTE, ANTHONY STEVEN	SPEECH OR PRESENTATION	4/10/12	NEW ORLEANS, LA	\$1,060	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	3/18/12	ATLANTIC CITY, NJ	\$507	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	3/5/12	BRUSSELS, BEL	\$2,404	7
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	3/1/12	ATLANTA, GA	\$284	1
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	2/27/12	DALLAS, TX	\$774	1.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	2/26/12	SEATTLE, WA	\$774	1.5
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	1/20/12	PARIS, FRA	\$2,733	6
FERRANTE, ANTHONY STEVEN	SITE VISIT	12/14/11	SEATTLE, WA	\$1,373	2.5
FERRANTE, ANTHONY STEVEN	SITE VISIT	12/13/11	FAIRBANKS, AK	\$549	1
FERRANTE, ANTHONY STEVEN	SITE VISIT	12/12/11	ANCHORAGE, AK	\$549	1
FERRANTE, ANTHONY STEVEN	SITE VISIT	12/11/11	SEATTLE, WA	\$824	1.5
FERRANTE, ANTHONY STEVEN	SITE VISIT	12/5/11	DALLAS, TX	\$671	2
FERRANTE, ANTHONY STEVEN	INFORMATION MEETING	10/30/11	PARIS, FRA	\$2,983	6
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	2/19/13	WASHINGTON, DC	\$1,268	4
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	2/3/13	WASHINGTON, DC	\$1,858	6
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	1/8/13	FORT WORTH, TX	\$1,448	4
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$1,386	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	11/28/12	WASHINGTON, DC	\$847	3
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,598	5
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,533	5
FIELDS, LAWRENCE MATTHEW	OTHER TRAVEL	8/7/12	WASHINGTON, DC	\$552	2
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	5/1/12	KANSAS CITY, MO	\$1,338	3
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$898	4
FIELDS, LAWRENCE MATTHEW	TRAINING ATTENDANCE	3/18/12	OKLAHOMA CITY, OK	\$1,476	6
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	3/5/12	WASHINGTON, DC	\$1,729	5
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	1/25/12	BURLINGTON, MA	\$653	2
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	1/17/12	WASHINGTON, DC	\$780	3
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	1/8/12	WASHINGTON, DC	\$1,812	6
FIELDS, LAWRENCE MATTHEW	SITE VISIT	12/12/11	FRANKFURT, FRG	\$2,338	5
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	12/5/11	WASHINGTON, DC	\$1,086	4
FIELDS, LAWRENCE MATTHEW	INFORMATION MEETING	11/2/11	WASHINGTON, DC	\$549	2
FIELDS, LAWRENCE MATTHEW	CONFERENCE ATTENDANCE	10/17/11	PALM COAST, FL	\$554	5
FIERTZ, RANDALL SEAVER	INFORMATION MEETING	2/25/13	SAN JUAN, PR	\$1,775	3
FIERTZ, RANDALL SEAVER	CONFERENCE ATTENDANCE	12/17/12	LOS ANGELES, CA	\$1,226	3
FIERTZ, RANDALL SEAVER	SPEECH OR PRESENTATION	11/4/12	PARIS, FRA	\$3,616	4
FIERTZ, RANDALL SEAVER	INFORMATION MEETING	9/26/12	SAN JUAN, PR	\$1,640	4
FIERTZ, RANDALL SEAVER	SPEECH OR PRESENTATION	7/31/12	PHILADELPHIA, PA	\$183	1
FIERTZ, RANDALL SEAVER	CONFERENCE ATTENDANCE	5/6/12	ANCHORAGE, AK	\$2,456	4
FIERTZ, RANDALL SEAVER	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$228	2
FIERTZ, RANDALL SEAVER	SPEECH OR PRESENTATION	4/15/12	MIAMI, FL	\$1,724	3
FIERTZ, RANDALL SEAVER	SITE VISIT	2/22/12	SAN JUAN, PR	\$1,925	3
FIERTZ, RANDALL SEAVER	INFORMATION MEETING	2/15/12	CHICAGO, IL	\$423	1
FIERTZ, RANDALL SEAVER	CONFERENCE ATTENDANCE	1/23/12	DALLAS, TX	\$1,594	5
FIERTZ, RANDALL SEAVER	TRAINING ATTENDANCE	12/5/11	RENTON, WA	\$1,312	5
FIERTZ, RANDALL SEAVER	SPEECH OR PRESENTATION	11/6/11	BARCELONA, ESP	\$2,534	5
FIERTZ, RANDALL SEAVER	CONFERENCE ATTENDANCE	10/14/11	SAN DIEGO, CA	\$1,174	3.5
FIERTZ, RANDALL SEAVER	CONFERENCE ATTENDANCE	10/9/11	SAN FRANCISCO, CA	\$1,845	5.5
FILLER, DENNIS LEROY	INFORMATION MEETING	3/25/13	WASHINGTON, DC	\$416	1
FILLER, DENNIS LEROY	INFORMATION MEETING	11/18/12	EGG HARBOR, NJ	\$512	1
FINCHER, RONALD EUGENE	INFORMATION MEETING	3/25/13	WASHINGTON, DC	\$1,846	5
FINCHER, RONALD EUGENE	SITE VISIT	3/20/13	LOS ANGELES, CA	\$496	1
FINCHER, RONALD EUGENE	CONFERENCE ATTENDANCE	2/28/13	EL SEGUNDO, CA	\$622	2
FINCHER, RONALD EUGENE	CONFERENCE ATTENDANCE	2/26/13	ANCHORAGE, AK	\$859	1
FINCHER, RONALD EUGENE	CONFERENCE ATTENDANCE	2/26/13	PHOENIX, AZ	\$516	1
FINCHER, RONALD EUGENE	CONFERENCE ATTENDANCE	2/25/13	EL SEGUNDO, CA	\$446	1
FINCHER, RONALD EUGENE	INFORMATION MEETING	2/13/13	OAKLAND, CA	\$409	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FINCHER, RONALD EUGENE	INFORMATION MEETING	2/12/13	SALT LAKE CITY, UT	\$467	1
FINCHER, RONALD EUGENE	INFORMATION MEETING	2/5/13	WASHINGTON, DC	\$1,281	4
FINCHER, RONALD EUGENE	CONFERENCE ATTENDANCE	1/11/13	PORTLAND, OR	\$281	1
FINCHER, RONALD EUGENE	INFORMATION MEETING	1/8/13	SAN DIEGO, CA	\$552	1
FINCHER, RONALD EUGENE	INFORMATION MEETING	12/3/12	WASHINGTON, DC	\$1,807	5
FINCHER, RONALD EUGENE	TRAINING ATTENDANCE	11/26/12	PALM COAST, FL	\$1,111	5
FINCHER, RONALD EUGENE	SITE VISIT	11/14/12	LAS VEGAS, NV	\$425	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	11/5/12	SAN DIEGO, CA	\$739	2
FINCHER, RONALD EUGENE	OTHER TRAVEL	11/1/12	DENVER, CO	\$74	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	10/15/12	WASHINGTON, DC	\$1,996	5
FINCHER, RONALD EUGENE	OTHER TRAVEL	10/9/12	LOS ANGELES, CA	\$1,205	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	9/26/12	DENVER, CO	\$670	2
FINCHER, RONALD EUGENE	INFORMATION MEETING	9/23/12	ATLANTA, GA	\$1,618	3
FINCHER, RONALD EUGENE	SITE VISIT	9/19/12	LOS ANGELES, CA	\$1,154	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	9/12/12	HONOLULU, HI	\$1,545	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	8/27/12	WASHINGTON, DC	\$1,172	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	8/24/12	SACRAMENTO, CA	\$310	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	8/23/12	OAKLAND, CA	\$321	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	8/20/12	WASHINGTON, DC	\$1,105	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	8/13/12	LOS ANGELES, CA	\$944	2
FINCHER, RONALD EUGENE	OTHER TRAVEL	8/6/12	WASHINGTON, DC	\$1,589	5
FINCHER, RONALD EUGENE	INFORMATION MEETING	7/12/12	LOS ANGELES, CA	\$319	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	6/24/12	DALLAS, TX	\$1,255	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	6/12/12	PHOENIX, AZ	\$505	2
FINCHER, RONALD EUGENE	OTHER TRAVEL	6/4/12	WASHINGTON, DC	\$1,826	5
FINCHER, RONALD EUGENE	OTHER TRAVEL	5/29/12	WASHINGTON, DC	\$2,366	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	5/13/12	HONOLULU, HI	\$2,162	4
FINCHER, RONALD EUGENE	OTHER TRAVEL	5/9/12	DENVER, CO	\$398	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	4/29/12	KANSAS CITY, MO	\$1,229	6
FINCHER, RONALD EUGENE	OTHER TRAVEL	4/23/12	WASHINGTON, DC	\$2,340	6
FINCHER, RONALD EUGENE	OTHER TRAVEL	4/20/12	PHOENIX, AZ	\$395	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	4/19/12	SALT LAKE CITY, UT	\$508	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	4/17/12	SACRAMENTO, CA	\$312	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	4/9/12	WASHINGTON, DC	\$1,842	5
FINCHER, RONALD EUGENE	INFORMATION MEETING	4/2/12	LOS ANGELES, CA	\$499	2
FINCHER, RONALD EUGENE	OTHER TRAVEL	3/29/12	OAKLAND, CA	\$292	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	3/24/12	HONOLULU, HI	\$2,592	5
FINCHER, RONALD EUGENE	OTHER TRAVEL	3/20/12	WASHINGTON, DC	\$1,664	4
FINCHER, RONALD EUGENE	SITE VISIT	3/15/12	LOS ANGELES, CA	\$1,360	4.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FINCHER, RONALD EUGENE	SITE VISIT	3/14/12	SAN DIEGO, CA	\$453	1.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	3/7/12	LONG BEACH, CA	\$659	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	2/20/12	HONOLULU, HI	\$1,524	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	2/15/12	ANCHORAGE, AK	\$841	1
FINCHER, RONALD EUGENE	OTHER TRAVEL	2/13/12	WASHINGTON, DC	\$723	2
FINCHER, RONALD EUGENE	OTHER TRAVEL	2/7/12	DENVER, CO	\$183	0.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	2/7/12	WASHINGTON, DC	\$1,283	3.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	1/25/12	SAN DIEGO, CA	\$678	1.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	1/23/12	PHOENIX, AZ	\$1,130	2.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	1/17/12	MIAMI, FL	\$1,350	2
FINCHER, RONALD EUGENE	OTHER TRAVEL	12/16/11	AUBURN, WA	\$607	18
FINCHER, RONALD EUGENE	OTHER TRAVEL	11/7/11	WASHINGTON, DC	\$9,496	61
FINCHER, RONALD EUGENE	OTHER TRAVEL	10/27/11	AUBURN, WA	\$133	0.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	10/24/11	SAN DIEGO, CA	\$800	3
FINCHER, RONALD EUGENE	OTHER TRAVEL	10/22/11	AUBURN, WA	\$667	2.5
FINCHER, RONALD EUGENE	OTHER TRAVEL	10/1/11	WASHINGTON, DC	\$8,332	37
FLANAGAN, WILLIAM J	CONFERENCE ATTENDANCE	6/12/12	WASHINGTON, DC	\$1,300	4
FLANAGAN, WILLIAM J	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$589	3
FLANAGAN, WILLIAM J	CONFERENCE ATTENDANCE	4/2/12	HERSHEY, PA	\$615	3
FLANAGAN, WILLIAM J	OTHER TRAVEL	3/18/12	WASHINGTON, DC	\$4,090	13
FLANAGAN, WILLIAM J	INFORMATION MEETING	2/7/12	RENTON, WA	\$1,170	2
FLANAGAN, WILLIAM J	INFORMATION MEETING	12/29/11	WASHINGTON, DC	\$278	1
FLANAGAN, WILLIAM J	INFORMATION MEETING	12/15/11	ASHBURN, VA	\$294	1
FLANAGAN, WILLIAM J	INFORMATION MEETING	12/5/11	RENTON, WA	\$1,443	5
FLANAGAN, WILLIAM J	INFORMATION MEETING	10/31/11	BOSTON, MA	\$566	2
FONTAINE, PAUL V	INFORMATION MEETING	3/14/13	ATLANTIC CITY, NJ	\$252	2
FONTAINE, PAUL V	SITE VISIT	1/29/13	HAMPTON, VA	\$213	1
FONTAINE, PAUL V	INFORMATION MEETING	11/13/12	ATLANTIC CITY, NJ	\$224	2
FONTAINE, PAUL V	INFORMATION MEETING	9/25/12	MIAMI, FL	\$293	0.5
FONTAINE, PAUL V	INFORMATION MEETING	9/24/12	ORLANDO, FL	\$878	1.5
FONTAINE, PAUL V	INFORMATION MEETING	9/11/12	ATLANTIC CITY, NJ	\$29	1
FONTAINE, PAUL V	INFORMATION MEETING	8/29/12	NEW YORK, NY	\$137	1
FONTAINE, PAUL V	INFORMATION MEETING	7/23/12	ATLANTIC CITY, NJ	\$224	2
FONTAINE, PAUL V	INFORMATION MEETING	7/11/12	BOULDER, CO	\$1,148	2.5
FONTAINE, PAUL V	INFORMATION MEETING	7/10/12	KANSAS CITY, KS	\$689	1.5
FONTAINE, PAUL V	INFORMATION MEETING	6/18/12	ATLANTIC CITY, NJ	\$224	2
FONTAINE, PAUL V	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$243	2
FONTAINE, PAUL V	INFORMATION MEETING	11/7/11	PALM COAST, FL	\$768	3.5
FONTAINE, PAUL V	INFORMATION MEETING	11/6/11	DAYTONA BEACH, FL	\$329	1.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FORNAROTTO, CHRISTA	INFORMATION MEETING	3/4/13	JACKSONVILLE, NY	\$223	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	2/25/13	LOS ANGELES, CA	\$888	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$1,107	3
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	12/3/12	MIAMI, FL	\$903	2
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	11/14/12	CHICAGO, IL	\$278	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	11/13/12	PANAMA CITY, PAN	\$313	3
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	11/5/12	CHICAGO, IL	\$335	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/29/12	CHICAGO, IL	\$19	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/21/12	NEW ORLEANS, LA	\$806	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	10/16/12	JACKSONVILLE, NY	\$423	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/5/12	TAOS, NM	\$237	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	10/3/12	DAYTON, OH	\$205	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	10/1/12	PORTLAND, OR	\$1,436	3
FORNAROTTO, CHRISTA	INFORMATION MEETING	8/31/12	NASHUA, NH	\$203	0.5
FORNAROTTO, CHRISTA	INFORMATION MEETING	8/30/12	BURLINGTON, MA	\$609	1.5
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	8/14/12	HOT SPRINGS, VA	\$299	1.5
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	8/13/12	WHITE SULPHUR SPRINGS, WV	\$299	1.5
FORNAROTTO, CHRISTA	INFORMATION MEETING	8/7/12	LOS ANGELES, CA	\$1,022	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	7/25/12	OSHKOSH, WI	\$288	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	7/20/12	JACKSONVILLE, NY	\$530	4
FORNAROTTO, CHRISTA	INFORMATION MEETING	7/6/12	BRIDGEPORT, CT	\$457	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	6/28/12	FAYETTEVILLE, AR	\$220	0.5
FORNAROTTO, CHRISTA	INFORMATION MEETING	6/27/12	LITTLE ROCK, AR	\$220	0.5
FORNAROTTO, CHRISTA	INFORMATION MEETING	6/27/12	ROGERS, AR	\$439	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	5/23/12	SEATTLE, WA	\$1,797	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	5/14/12	RALEIGH, NC	\$340	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	5/7/12	ANCHORAGE, AK	\$1,691	4
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	5/1/12	PHOENIX, AZ	\$1,331	2
FORNAROTTO, CHRISTA	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$149	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	4/12/12	PHILADELPHIA, PA	\$247	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	4/10/12	NEW ORLEANS, LA	\$1,003	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	4/3/12	HERSHEY, PA	\$191	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	3/29/12	NEW ORLEANS, LA	\$1,156	2
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	3/20/12	GENEVA, SUI	\$3,553	3
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	3/13/12	DEADWOOD, SD	\$1,406	3
FORNAROTTO, CHRISTA	INFORMATION MEETING	2/29/12	PITTSBURGH, PA	\$686	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	2/22/12	SAN JUAN, PR	\$1,940	3
FORNAROTTO, CHRISTA	INFORMATION MEETING	2/15/12	CHICAGO, IL	\$336	1
FORNAROTTO, CHRISTA	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$259	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	1/25/12	KEARNEY, NE	\$747	1.5
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	1/24/12	OMAHA, NE	\$747	1.5
FORNAROTTO, CHRISTA	INFORMATION MEETING	12/4/11	SEATTLE, WA	\$2,407	6
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	11/27/11	ABU DHABI, UAE	\$4,966	5
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	11/15/11	NEW DELHI, IND	\$2,911	4
FORNAROTTO, CHRISTA	INFORMATION MEETING	11/10/11	CHICAGO, IL	\$247	1
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/31/11	ROSEMONT, IL	\$1,087	3
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/18/11	SAN DIEGO, CA	\$749	1.5
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/17/11	LOS ANGELES, CA	\$749	1.5
FORNAROTTO, CHRISTA	SPEECH OR PRESENTATION	10/11/11	MIAMI, FL	\$832	2
FOUSHEE, HARVEY CLAYTON	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$271	2
FRASER, JAMES R	TRAINING ATTENDANCE	1/27/13	BOSTON, MA	\$428	6
FRASER, JAMES R	INFORMATION MEETING	11/26/12	BOSTON, MA	\$812	3
FRASER, JAMES R	CONFERENCE ATTENDANCE	11/1/12	OKLAHOMA CITY, OK	\$2,356	9
FRASER, JAMES R	INFORMATION MEETING	10/3/12	LA JOLLA, CA	\$1,733	5
FRASER, JAMES R	OTHER TRAVEL	8/16/12	BOSTON, MA	\$555	2
FRASER, JAMES R	CONFERENCE ATTENDANCE	6/21/12	OKLAHOMA CITY, OK	\$659	2
FRASER, JAMES R	TRAINING ATTENDANCE	5/11/12	ATLANTA, GA	\$1,994	10
FRASER, JAMES R	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$297	3
FRASER, JAMES R	SPEECH OR PRESENTATION	3/26/12	LAKELAND, FL	\$2,078	6
FRASER, JAMES R	CONFERENCE ATTENDANCE	3/8/12	OKLAHOMA CITY, OK	\$749	2
FRASER, JAMES R	SPEECH OR PRESENTATION	11/3/11	OKLAHOMA CITY, OK	\$685	2
FULLER, DAPHNE A	SPEECH OR PRESENTATION	11/1/12	MANCHESTER, NH	\$801	1
FULLER, DAPHNE A	INFORMATION MEETING	10/9/12	NEW YORK, NY	\$685	2
FULLER, DAPHNE A	SPEECH OR PRESENTATION	10/5/12	TAOS, NM	\$267	2
FULLER, DAPHNE A	INFORMATION MEETING	8/6/12	GRUNDY, VA	\$729	2
FULLER, DAPHNE A	INFORMATION MEETING	7/23/12	NEWINGTON, CT	\$421	1
FULLER, DAPHNE A	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$293	3
FULLER, DAPHNE A	INFORMATION MEETING	4/12/12	PHILADELPHIA, PA	\$335	1
FULLER, DAPHNE A	INFORMATION MEETING	1/5/12	MANHATTAN, NY	\$849	2
GAHART, KAREN SUZANNE	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$863	4
GAHART, KAREN SUZANNE	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$539	4
GALLO, CARMINE W	INFORMATION MEETING	3/27/13	NEW WINDSOR, NY	\$177	1
GALLO, CARMINE W	CONFERENCE ATTENDANCE	3/18/13	HERSHEY, PA	\$192	2
GALLO, CARMINE W	INFORMATION MEETING	2/27/13	WASHINGTON, DC	\$715	3
GALLO, CARMINE W	SPEECH OR PRESENTATION	12/11/12	WARRENTON, VA	\$184	2
GALLO, CARMINE W	INFORMATION MEETING	11/14/12	WASHINGTON, DC	\$248	1
GALLO, CARMINE W	INFORMATION MEETING	10/16/12	WASHINGTON, DC	\$1,041	3
GALLO, CARMINE W	CONFERENCE ATTENDANCE	9/19/12	NIAGARA FALLS, NY	\$763	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
GALLO, CARMINE W	CONFERENCE ATTENDANCE	9/10/12	SALT LAKE CITY, UT	\$996	3
GALLO, CARMINE W	INFORMATION MEETING	8/30/12	BALTIMORE, MD	\$84	0.5
GALLO, CARMINE W	INFORMATION MEETING	8/29/12	WASHINGTON, DC	\$252	1.5
GALLO, CARMINE W	CONFERENCE ATTENDANCE	8/16/12	WASHINGTON, DC	\$556	1.5
GALLO, CARMINE W	CONFERENCE ATTENDANCE	8/15/12	HOT SPRINGS, VA	\$371	1
GALLO, CARMINE W	CONFERENCE ATTENDANCE	8/13/12	GREENBRIER, WV	\$927	2.5
GALLO, CARMINE W	INFORMATION MEETING	7/26/12	WASHINGTON, DC	\$668	2
GALLO, CARMINE W	INFORMATION MEETING	7/18/12	WASHINGTON, DC	\$247	1
GALLO, CARMINE W	TRAINING ATTENDANCE	6/28/12	WASHINGTON, DC	\$277	1
GALLO, CARMINE W	INFORMATION MEETING	6/18/12	WASHINGTON, DC	\$237	1
GALLO, CARMINE W	CONFERENCE ATTENDANCE	5/16/12	NORFOLK, VA	\$796	2
GALLO, CARMINE W	CONFERENCE ATTENDANCE	5/3/12	HAGERSTOWN, MD	\$190	2
GALLO, CARMINE W	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$278	2
GALLO, CARMINE W	INFORMATION MEETING	4/10/12	WASHINGTON, DC	\$1,007	3
GALLO, CARMINE W	CONFERENCE ATTENDANCE	4/2/12	HERSHEY, PA	\$288	3
GALLO, CARMINE W	INFORMATION MEETING	3/28/12	LAKELAND, FL	\$976	2.5
GALLO, CARMINE W	INFORMATION MEETING	3/26/12	WASHINGTON, DC	\$976	2.5
GALLO, CARMINE W	INFORMATION MEETING	3/22/12	WASHINGTON, DC	\$593	2
GALLO, CARMINE W	INFORMATION MEETING	3/19/12	WASHINGTON, DC	\$598	2
GALLO, CARMINE W	INFORMATION MEETING	3/12/12	WASHINGTON, DC	\$566	2
GALLO, CARMINE W	CONFERENCE ATTENDANCE	3/5/12	WASHINGTON, DC	\$1,719	5
GALLO, CARMINE W	INFORMATION MEETING	2/13/12	PALM COAST, FL	\$1,020	4
GALLO, CARMINE W	INFORMATION MEETING	1/27/12	WASHINGTON, DC	\$265	1
GALLO, CARMINE W	INFORMATION MEETING	12/14/11	BALTIMORE, MD	\$311	2
GALLO, CARMINE W	INFORMATION MEETING	11/30/11	WASHINGTON, DC	\$612	2
GALLO, CARMINE W	INFORMATION MEETING	11/21/11	PHILADELPHIA, PA	\$279	2
GALLO, CARMINE W	INFORMATION MEETING	10/31/11	BOSTON, MA	\$642	2
GARDINER, MARIE T	INFORMATION MEETING	3/19/13	WASHINGTON, DC	\$227	1
GARDINER, MARIE T	INFORMATION MEETING	3/5/13	WASHINGTON, DC	\$258	1
GARDINER, MARIE T	INFORMATION MEETING	1/22/13	WASHINGTON, DC	\$1,049	3
GARDINER, MARIE T	INFORMATION MEETING	1/8/13	WASHINGTON, DC	\$258	1
GARDINER, MARIE T	INFORMATION MEETING	12/11/12	WASHINGTON, DC	\$554	2
GARDINER, MARIE T	INFORMATION MEETING	11/29/12	WASHINGTON, DC	\$366	1
GARDINER, MARIE T	INFORMATION MEETING	11/26/12	WASHINGTON, DC	\$916	3
GARDINER, MARIE T	INFORMATION MEETING	11/12/12	WASHINGTON, DC	\$1,313	4
GARDINER, MARIE T	INFORMATION MEETING	10/21/12	WASHINGTON, DC	\$1,766	5
GARDINER, MARIE T	INFORMATION MEETING	10/14/12	WASHINGTON, DC	\$2,039	6
GARDINER, MARIE T	INFORMATION MEETING	10/9/12	WASHINGTON, DC	\$313	1
GARDINER, MARIE T	OTHER TRAVEL	9/23/12	WASHINGTON, DC	\$1,284	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
GARDINER, MARIE T	INFORMATION MEETING	9/18/12	WASHINGTON, DC	\$1,343	4
GARDINER, MARIE T	SITE VISIT	9/7/12	WASHINGTON, DC	\$253	1
GARDINER, MARIE T	OTHER TRAVEL	9/5/12	WASHINGTON, DC	\$609	2
GARDINER, MARIE T	OTHER TRAVEL	8/20/12	WASHINGTON, DC	\$511	2
GARDINER, MARIE T	OTHER TRAVEL	8/15/12	WASHINGTON, DC	\$500	2
GARDINER, MARIE T	INFORMATION MEETING	8/1/12	WASHINGTON, DC	\$883	3
GARDINER, MARIE T	OTHER TRAVEL	7/22/12	WASHINGTON, DC	\$1,610	6
GARDINER, MARIE T	OTHER TRAVEL	7/19/12	WASHINGTON, DC	\$367	1.5
GARDINER, MARIE T	OTHER TRAVEL	7/18/12	ATLANTIC CITY, NJ	\$245	1
GARDINER, MARIE T	OTHER TRAVEL	7/16/12	WASHINGTON, DC	\$612	2.5
GARDINER, MARIE T	OTHER TRAVEL	7/8/12	WASHINGTON, DC	\$1,572	6
GARDINER, MARIE T	INFORMATION MEETING	7/1/12	WASHINGTON, DC	\$811	3
GARDINER, MARIE T	INFORMATION MEETING	6/28/12	WASHINGTON, DC	\$509	2
GARDINER, MARIE T	SITE VISIT	6/24/12	WASHINGTON, DC	\$509	2
GARDINER, MARIE T	INFORMATION MEETING	6/17/12	WASHINGTON, DC	\$1,462	5
GARDINER, MARIE T	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$443	4
GARDINER, MARIE T	INFORMATION MEETING	3/28/12	LAKELAND, FL	\$982	3
GARDINER, MARIE T	INFORMATION MEETING	3/22/12	WASHINGTON, DC	\$185	1
GARDINER, MARIE T	INFORMATION MEETING	3/7/12	WASHINGTON, DC	\$868	3
GARDINER, MARIE T	INFORMATION MEETING	2/15/12	ATLANTA, GA	\$1,443	3
GARDINER, MARIE T	INFORMATION MEETING	1/30/12	ATLANTA, GA	\$1,800	4
GARDINER, MARIE T	INFORMATION MEETING	1/25/12	WASHINGTON, DC	\$198	1
GARDINER, MARIE T	INFORMATION MEETING	1/3/12	WASHINGTON, DC	\$647	2
GARDINER, MARIE T	INFORMATION MEETING	10/31/11	BOSTON, MA	\$751	2
GARDINER, MARIE T	INFORMATION MEETING	10/24/11	DES PLAINES, IL	\$1,550	5
GARDNER, JAMES E	OTHER TRAVEL	2/25/13	DALLAS, TX	\$1,355	4
GARDNER, JAMES E	INFORMATION MEETING	2/3/13	WASHINGTON, DC	\$2,100	6
GARDNER, JAMES E	INFORMATION MEETING	1/28/13	LOS ANGELES, CA	\$1,651	5
GARDNER, JAMES E	INFORMATION MEETING	1/6/13	FORT WORTH, TX	\$2,092	6
GARDNER, JAMES E	INFORMATION MEETING	12/17/12	FORT WORTH, TX	\$1,601	5
GARDNER, JAMES E	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$1,351	4
GARDNER, JAMES E	SITE VISIT	10/15/12	WASHINGTON, DC	\$1,972	5
GARDNER, JAMES E	INFORMATION MEETING	9/24/12	NEW YORK, NY	\$1,536	4
GARDNER, JAMES E	SITE VISIT	8/27/12	WASHINGTON, DC	\$279	5
GARDNER, JAMES E	SITE VISIT	7/26/12	OSHKOSH, WI	\$364	2
GARDNER, JAMES E	SITE VISIT	7/18/12	DENVER, CO	\$547	1.5
GARDNER, JAMES E	SITE VISIT	7/17/12	HOUSTON, TX	\$364	1
GARDNER, JAMES E	SITE VISIT	7/16/12	SAN FRANCISCO, CA	\$547	1.5
GARDNER, JAMES E	SITE VISIT	4/24/12	SHEPHERDSTOWN, WV	\$1,378	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
GARDNER, JAMES E	INFORMATION MEETING	3/5/12	WASHINGTON, DC	\$1,905	5
GARDNER, JAMES E	SITE VISIT	2/21/12	COLUMBUS, OH	\$538	1
GARDNER, JAMES E	SITE VISIT	1/8/12	WASHINGTON, DC	\$2,090	6
GARDNER, JAMES E	SITE VISIT	12/4/11	WASHINGTON, DC	\$1,637	5
GARDNER, JAMES E	SITE VISIT	12/1/11	DENVER, CO	\$844	1.5
GARDNER, JAMES E	SITE VISIT	11/30/11	HOUSTON, TX	\$562	1
GARDNER, JAMES E	SITE VISIT	11/29/11	CHICAGO, IL	\$562	1
GARDNER, JAMES E	SITE VISIT	11/28/11	SAN FRANCISCO, CA	\$844	1.5
GARDNER, JAMES E	SITE VISIT	11/8/11	WASHINGTON, DC	\$970	2
GARDNER, JAMES E	SITE VISIT	11/1/11	WASHINGTON, DC	\$421	1
GARDNER, JAMES E	SITE VISIT	10/13/11	HOUSTON, TX	\$570	2
GARDNER, JAMES E	SITE VISIT	10/11/11	SAN FRANCISCO, CA	\$808	2
GARDNER, JAMES E	SITE VISIT	10/3/11	WASHINGTON, DC	\$812	2
GARRAMBONE, PATRICIA LAURA	INFORMATION MEETING	1/30/13	RENTON, WA	\$986	3
GARRAMBONE, PATRICIA LAURA	INFORMATION MEETING	7/22/12	BURLINGTON, MA	\$657	3
GARRAMBONE, PATRICIA LAURA	INFORMATION MEETING	5/9/12	BOSTON, MA	\$243	1
GARRAMBONE, PATRICIA LAURA	OTHER TRAVEL	5/1/12	OKLAHOMA CITY, OK	\$1,147	4
GARRAMBONE, PATRICIA LAURA	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$273	2
GARRAMBONE, PATRICIA LAURA	INFORMATION MEETING	4/2/12	OKLAHOMA CITY, OK	\$903	3
GIERING, JEANNE P	SITE VISIT	6/20/12	ANCHORAGE, AK	\$1,164	1.5
GIERING, JEANNE P	SITE VISIT	6/19/12	NOME, AK	\$776	1
GIERING, JEANNE P	SITE VISIT	6/18/12	ANCHORAGE, AK	\$1,164	1.5
GIERING, JEANNE P	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$210	2
GIERING, JEANNE P	CERTIFICATE MANAGEMENT	11/7/11	PALM COAST, FL	\$629	4
GILLIGAN, MARGARET M	SPEECH OR PRESENTATION	12/11/12	OKLAHOMA CITY, OK	\$804	2
GILLIGAN, MARGARET M	INFORMATION MEETING	11/27/12	LAS VEGAS, NV	\$678	2
GILLIGAN, MARGARET M	CONFERENCE ATTENDANCE	10/29/12	ORLANDO, FL	\$52	2
GILLIGAN, MARGARET M	CONFERENCE ATTENDANCE	9/17/12	ATLANTA, GA	\$584	2
GILLIGAN, MARGARET M	CONFERENCE ATTENDANCE	7/25/12	OSHKOSH, WI	\$296	2
GILLIGAN, MARGARET M	SITE VISIT	6/25/12	CHICAGO, IL	\$867	3
GILLIGAN, MARGARET M	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$1,390	4
GILLIGAN, MARGARET M	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$374	3
GILLIGAN, MARGARET M	CONFERENCE ATTENDANCE	3/25/12	SANTIAGO, CHI	\$2,835	5
GILLIGAN, MARGARET M	INFORMATION MEETING	3/13/12	EVENDALE, OH	\$23	1
GILLIGAN, MARGARET M	CONFERENCE ATTENDANCE	2/11/12	SINGAPORE, SIN	\$6,652	5
GILLIGAN, MARGARET M	SITE VISIT	1/10/12	HONOLULU, HI	\$436	1
GILLIGAN, MARGARET M	SPEECH OR PRESENTATION	10/10/11	LAS VEGAS, NV	\$986	2
GIMPEL, MARSHAL R	SITE VISIT	12/16/12	WASHINGTON, DC	\$2,020	6
GIMPEL, MARSHAL R	INFORMATION MEETING	11/26/12	WASHINGTON, DC	\$1,483	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
GIMPEL, MARSHAL R	INFORMATION MEETING	11/13/12	WASHINGTON, DC	\$1,445	4
GIMPEL, MARSHAL R	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$2,085	5
GIMPEL, MARSHAL R	INFORMATION MEETING	10/3/12	WASHINGTON, DC	\$1,235	3
GIMPEL, MARSHAL R	INFORMATION MEETING	9/19/12	WASHINGTON, DC	\$1,195	3
GIMPEL, MARSHAL R	INFORMATION MEETING	9/12/12	WASHINGTON, DC	\$1,524	4
GIMPEL, MARSHAL R	CONFERENCE ATTENDANCE	7/28/12	SAN DIEGO, CA	\$1,597	6
GIMPEL, MARSHAL R	SITE VISIT	7/16/12	WASHINGTON, DC	\$1,508	5
GIMPEL, MARSHAL R	INFORMATION MEETING	6/27/12	WASHINGTON, DC	\$1,166	3
GIMPEL, MARSHAL R	SPEECH OR PRESENTATION	6/18/12	WASHINGTON, DC	\$2,319	6
GIMPEL, MARSHAL R	SITE VISIT	6/11/12	WASHINGTON, DC	\$1,109	3
GIMPEL, MARSHAL R	SITE VISIT	5/14/12	WASHINGTON, DC	\$1,955	5
GIMPEL, MARSHAL R	SPEECH OR PRESENTATION	5/6/12	WASHINGTON, DC	\$1,878	5
GIMPEL, MARSHAL R	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$979	4
GIMPEL, MARSHAL R	INFORMATION MEETING	4/16/12	WASHINGTON, DC	\$1,836	5
GIMPEL, MARSHAL R	INFORMATION MEETING	3/26/12	WASHINGTON, DC	\$1,944	5
GIMPEL, MARSHAL R	SITE VISIT	3/11/12	WASHINGTON, DC	\$2,327	6
GIMPEL, MARSHAL R	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$1,491	4
GIMPEL, MARSHAL R	SITE VISIT	2/14/12	WASHINGTON, DC	\$1,632	5
GIMPEL, MARSHAL R	INFORMATION MEETING	2/6/12	WASHINGTON, DC	\$1,467	4
GIMPEL, MARSHAL R	INFORMATION MEETING	1/29/12	WASHINGTON, DC	\$1,390	4
GIMPEL, MARSHAL R	INFORMATION MEETING	1/23/12	WASHINGTON, DC	\$1,050	3
GIMPEL, MARSHAL R	SITE VISIT	1/16/12	WASHINGTON, DC	\$1,741	5
GIMPEL, MARSHAL R	SITE VISIT	1/9/12	WASHINGTON, DC	\$1,399	4
GIMPEL, MARSHAL R	SITE VISIT	11/14/11	WASHINGTON, DC	\$1,666	5
GIMPEL, MARSHAL R	INFORMATION MEETING	10/23/11	WASHINGTON, DC	\$1,542	4
GIMPEL, MARSHAL R	SITE VISIT	10/16/11	WASHINGTON, DC	\$2,229	6
GLASOW, CHRISTOPHER J	OTHER TRAVEL	10/23/12	OKLAHOMA CITY, OK	\$2,000	9
GLASOW, CHRISTOPHER J	OTHER TRAVEL	9/18/12	DENVER, CO	\$1,423	2
GLASOW, CHRISTOPHER J	INFORMATION MEETING	7/30/12	SHEPHERDSTOWN, WV	\$486	4
GLASOW, CHRISTOPHER J	OTHER TRAVEL	6/11/12	PALM COAST, FL	\$822	5
GLASOW, CHRISTOPHER J	OTHER TRAVEL	4/15/12	CHARLOTTESVILLE, VA	\$336	27
GLASOW, CHRISTOPHER J	OTHER TRAVEL	3/6/12	LOUISVILLE, KY	\$1,044	2.5
GLASOW, CHRISTOPHER J	OTHER TRAVEL	3/5/12	MEMPHIS, TN	\$626	1.5
GLASOW, CHRISTOPHER J	OTHER TRAVEL	10/17/11	OKLAHOMA CITY, OK	\$827	2
GOLIA, MARY C	INFORMATION MEETING	6/19/12	BOONSBORO, MD	\$134	1
GOLIA, MARY C	SITE VISIT	5/14/12	ATLANTIC CITY, NJ	\$224	2
GOLIA, MARY C	INFORMATION MEETING	5/7/12	SAN DIEGO, CA	\$2,287	5
GOLIA, MARY C	INFORMATION MEETING	4/30/12	KANSAS CITY, MO	\$1,738	4
GOLIA, MARY C	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$248	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
GOLIA, MARY C	SPEECH OR PRESENTATION	3/26/12	OKLAHOMA CITY, OK	\$1,100	3
GOLIA, MARY C	CONFERENCE ATTENDANCE	3/19/12	PHILADELPHIA, PA	\$979	4
GOLIA, MARY C	INFORMATION MEETING	2/29/12	PHOENIX, AZ	\$1,219	3
GOLIA, MARY C	INFORMATION MEETING	2/21/12	ATLANTA, GA	\$1,149	4
GOLIA, MARY C	INFORMATION MEETING	11/28/11	OKLAHOMA CITY, OK	\$1,321	4
GOLIA, MARY C	INFORMATION MEETING	11/15/11	SAN FRANCISCO, CA	\$1,782	4
GOLIA, MARY C	INFORMATION MEETING	10/18/11	MINNEAPOLIS, MN	\$2,191	4
GOLIA, MARY C	INFORMATION MEETING	10/3/11	OKLAHOMA CITY, OK	\$1,282	4
GOUGH, ROBERT M	INFORMATION MEETING	10/15/12	ATLANTIC CITY, NJ	\$300	2
GOUGH, ROBERT M	INFORMATION MEETING	6/4/12	ATLANTIC CITY, NJ	\$27	1
GOUGH, ROBERT M	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$229	2
GOUGH, ROBERT M	SITE VISIT	11/7/11	GALLOWAY, NJ	\$662	3
GRIFFIN, WENDELL L	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$435	3
GRIPPER, WILLIE JAMES	OTHER TRAVEL	10/22/12	NEW YORK, NY	\$1,001	3
GRIPPER, WILLIE JAMES	SITE VISIT	9/27/12	WOODBIDGE, NJ	\$572	1.5
GRIPPER, WILLIE JAMES	SITE VISIT	9/25/12	BURLINGTON, MA	\$954	2.5
GRIPPER, WILLIE JAMES	SITE VISIT	9/11/12	WASHINGTON, DC	\$1,535	4
GRIPPER, WILLIE JAMES	SITE VISIT	8/6/12	JACKSONVILLE, NY	\$1,114	3
GRIPPER, WILLIE JAMES	INFORMATION MEETING	7/30/12	SHEPHERDSTOWN, WV	\$1,457	5
GRIPPER, WILLIE JAMES	CONFERENCE ATTENDANCE	5/1/12	FORT LAUDERDALE, FL	\$1,067	4
GRIPPER, WILLIE JAMES	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$860	3
GRIPPER, WILLIE JAMES	CONFERENCE ATTENDANCE	3/5/12	MONTGOMERY, AL	\$391	3
GRIZZLE, J DAVID DAVID	CONFERENCE ATTENDANCE	3/5/13	LAS VEGAS, NV	\$856	3
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,143	2
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	2/5/13	ATLANTIC CITY, NJ	\$43	1
GRIZZLE, J DAVID DAVID	OTHER TRAVEL	1/30/13	MEMPHIS, TN	\$358	1
GRIZZLE, J DAVID DAVID	OTHER TRAVEL	1/9/13	FORT WORTH, TX	\$1,416	2
GRIZZLE, J DAVID DAVID	SITE VISIT	12/5/12	MIAMI, FL	\$905	2
GRIZZLE, J DAVID DAVID	SITE VISIT	11/7/12	BOSTON, MA	\$794	2
GRIZZLE, J DAVID DAVID	OTHER TRAVEL	10/3/12	DAYTON, OH	\$197	2
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	9/13/12	NEW YORK, NY	\$933	1.5
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	9/12/12	ABILENE, TX	\$933	1.5
GRIZZLE, J DAVID DAVID	OTHER TRAVEL	9/5/12	CHICAGO, IL	\$681	2
GRIZZLE, J DAVID DAVID	CONFERENCE ATTENDANCE	7/31/12	OKLAHOMA CITY, OK	\$865	2.5
GRIZZLE, J DAVID DAVID	CONFERENCE ATTENDANCE	7/30/12	DALLAS, TX	\$519	1.5
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	6/25/12	SCHAUMBURG, IL	\$958	3
GRIZZLE, J DAVID DAVID	SITE VISIT	6/13/12	NEW YORK, NY	\$597	2
GRIZZLE, J DAVID DAVID	SITE VISIT	6/7/12	LOUISVILLE, KY	\$868	2
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	5/22/12	RENTON, WA	\$1,960	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$254	2
GRIZZLE, J DAVID DAVID	SITE VISIT	3/28/12	DETROIT, MI	\$693	2
GRIZZLE, J DAVID DAVID	SITE VISIT	3/14/12	LAS VEGAS, NV	\$1,506	3
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	2/17/12	HOUSTON, TX	\$896	5
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$419	1.5
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	2/1/12	ATLANTA, GA	\$419	1.5
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	12/26/11	HOUSTON, TX	\$76	0.5
GRIZZLE, J DAVID DAVID	INFORMATION MEETING	12/22/11	DENVER, CO	\$229	1.5
GRIZZLE, J DAVID DAVID	SITE VISIT	12/18/11	MEMPHIS, TN	\$527	2.5
GRIZZLE, J DAVID DAVID	SITE VISIT	12/15/11	HOUSTON, TX	\$738	3.5
GRIZZLE, J DAVID DAVID	SITE VISIT	12/7/11	KANSAS CITY, MO	\$602	2
GRIZZLE, J DAVID DAVID	CONFERENCE ATTENDANCE	11/14/11	SAN FRANCISCO, CA	\$1,640	4
GRIZZLE, J DAVID DAVID	CONFERENCE ATTENDANCE	10/18/11	SALT LAKE CITY, UT	\$1,003	2.5
GRIZZLE, J DAVID DAVID	CONFERENCE ATTENDANCE	10/16/11	LAS VEGAS, NV	\$1,003	2.5
HALL, RODERICK DEWAYNE	CONFERENCE ATTENDANCE	10/22/12	NEW ORLEANS, LA	\$75	1
HALL, RODERICK DEWAYNE	INFORMATION MEETING	10/5/12	TAOS, NM	\$260	2
HALL, RODERICK DEWAYNE	INFORMATION MEETING	8/22/12	GRUNDY, VA	\$48	1
HALL, RODERICK DEWAYNE	INFORMATION MEETING	7/23/12	RONKONKOMA, NY	\$37	1
HALL, RODERICK DEWAYNE	SITE VISIT	6/13/12	BOSTON, MA	\$278	1
HALL, RODERICK DEWAYNE	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$351	3
HALL, RODERICK DEWAYNE	INFORMATION MEETING	4/9/12	NEW ORLEANS, LA	\$1,073	2
HALL, RODERICK DEWAYNE	SITE VISIT	3/29/12	NEW ORLEANS, LA	\$1,300	2
HALL, RODERICK DEWAYNE	INFORMATION MEETING	2/21/12	PARKERSBURG, WV	\$42	1
HALL, RODERICK DEWAYNE	OTHER TRAVEL	10/20/11	LITTLE ROCK, AR	\$604	4.5
HALL, RODERICK DEWAYNE	OTHER TRAVEL	10/19/11	MEMPHIS, TN	\$201	1.5
HALL, RODERICK DEWAYNE	OTHER TRAVEL	10/17/11	CLEVELAND, OH	\$858	1
HAMILTON-POWELL, PAMELA A	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$386	3
HANDY, SUSAN MARIE	TRAINING ATTENDANCE	3/3/13	CHARLOTTESVILLE, VA	\$246	13
HANDY, SUSAN MARIE	SITE VISIT	2/10/13	COLLEGE PARK, GA	\$605	2
HANDY, SUSAN MARIE	TRAINING ATTENDANCE	11/25/12	CHARLOTTESVILLE, VA	\$256	13
HANDY, SUSAN MARIE	SITE VISIT	8/7/12	QUEENS, NY	\$380	1.5
HANDY, SUSAN MARIE	SITE VISIT	8/6/12	BURLINGTON, MA	\$380	1.5
HANDY, SUSAN MARIE	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$713	4
HANDY, SUSAN MARIE	SITE VISIT	5/21/12	LOS ANGELES, CA	\$1,314	2.5
HANDY, SUSAN MARIE	SITE VISIT	5/20/12	RENTON, WA	\$788	1.5
HANDY, SUSAN MARIE	SITE VISIT	5/8/12	GREAT LAKES, IL	\$881	2.5
HANDY, SUSAN MARIE	SITE VISIT	5/6/12	FORT WORTH, TX	\$881	2.5
HANDY, SUSAN MARIE	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$542	4
HANDY, SUSAN MARIE	SITE VISIT	3/25/12	ATLANTA, GA	\$1,658	6

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
HATFIELD, FRANKLIN D	OTHER TRAVEL	8/26/12	NEW ORLEANS, LA	\$1,769	6
HATFIELD, FRANKLIN D	INFORMATION MEETING	3/20/12	PANAMA CITY, FL	\$1,534	3
HATFIELD, FRANKLIN D	INFORMATION MEETING	3/16/12	SEATTLE, WA	\$1,065	2.5
HATFIELD, FRANKLIN D	INFORMATION MEETING	3/15/12	LOS ANGELES, CA	\$426	1
HATFIELD, FRANKLIN D	INFORMATION MEETING	3/14/12	RIVERSIDE, CA	\$426	1
HATFIELD, FRANKLIN D	INFORMATION MEETING	3/12/12	SAN DIEGO, CA	\$1,065	2.5
HEMDAL, HEATHER ELAINE	INFORMATION MEETING	3/10/12	MANHATTAN, NY	\$1,051	3
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	11/4/12	LISBON, POR	\$4,192	7
HEMDAL, HEATHER ELAINE	INFORMATION MEETING	10/27/12	MANCHESTER, NH	\$819	2
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	9/8/12	BANGKOK, THA	\$3,553	8
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	8/8/12	OAKLAND, CA	\$1,273	3
HEMDAL, HEATHER ELAINE	INFORMATION MEETING	7/25/12	MEMPHIS, TN	\$1,210	3
HEMDAL, HEATHER ELAINE	INFORMATION MEETING	7/9/12	SANTO DOMINGO, DOM	\$1,730	5
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	7/1/12	MIAMI-DADE, FL	\$1,562	3
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	6/11/12	PARIS, FRA	\$4,198	6
HEMDAL, HEATHER ELAINE	OTHER TRAVEL	5/6/12	PARIS, FRA	\$3,959	9
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	4/30/12	KANSAS CITY, MO	\$1,743	4
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$279	2
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	3/27/12	MONTREAL, CAN	\$2,139	4
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	2/15/12	HOUSTON, TX	\$1,187	3
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	2/6/12	DENVER, CO	\$1,380	2
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	1/26/12	OAKLAND, CA	\$954	2.5
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	1/24/12	LOS ANGELES, CA	\$954	2.5
HEMDAL, HEATHER ELAINE	SITE VISIT	1/6/12	AURORA, IL	\$590	2
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	11/27/11	GLASGOW, GBR	\$3,111	5
HEMDAL, HEATHER ELAINE	CONFERENCE ATTENDANCE	11/16/11	CHICAGO, IL	\$1,154	3
HEMDAL, HEATHER ELAINE	TRAINING ATTENDANCE	11/7/11	PALM COAST, FL	\$1,029	4
HEMPE, DAVID WILLIAM	INFORMATION MEETING	2/5/13	OTTAWA, CAN	\$2,720	6
HEMPE, DAVID WILLIAM	INFORMATION MEETING	12/27/12	CHICAGO, IL	\$1,266	3
HEMPE, DAVID WILLIAM	INFORMATION MEETING	12/2/12	ATLANTA, GA	\$1,566	4
HEMPE, DAVID WILLIAM	INFORMATION MEETING	10/24/12	COLOGNE, FRG	\$1,298	3.5
HEMPE, DAVID WILLIAM	INFORMATION MEETING	10/21/12	COLOGNE, FRG	\$1,298	3.5
HEMPE, DAVID WILLIAM	CONFERENCE ATTENDANCE	10/2/12	LAS VEGAS, NV	\$2,366	5
HEMPE, DAVID WILLIAM	INFORMATION MEETING	9/24/12	PITTSBURGH, PA	\$752	3
HEMPE, DAVID WILLIAM	OTHER TRAVEL	9/6/12	COLOGNE, FRG	\$1,356	1
HEMPE, DAVID WILLIAM	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$1,865	5
HEMPE, DAVID WILLIAM	INFORMATION MEETING	5/14/12	SEATTLE, WA	\$2,774	5
HEMPE, DAVID WILLIAM	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$579	4
HEMPE, DAVID WILLIAM	INFORMATION MEETING	4/12/12	BALTIMORE, MD	\$422	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
HEMPE, DAVID WILLIAM	CONFERENCE ATTENDANCE	3/26/12	FORT WORTH, TX	\$2,460	3
HEMPE, DAVID WILLIAM	OTHER TRAVEL	1/27/12	NAGOYA, JPN	\$500	0.5
HEMPE, DAVID WILLIAM	OTHER TRAVEL	1/22/12	TOKYO CITY, JPN	\$5,503	5.5
HEMPE, DAVID WILLIAM	INFORMATION MEETING	11/5/11	CHENGDU, CHN	\$5,058	6
HEMPE, DAVID WILLIAM	CONFERENCE ATTENDANCE	10/24/11	FORT WORTH, TX	\$1,564	4
HEMPE, DAVID WILLIAM	SPEECH OR PRESENTATION	10/16/11	TOULOUSE, FRA	\$2,182	6
HEMPE, DAVID WILLIAM	CONFERENCE ATTENDANCE	10/11/11	LAS VEGAS, NV	\$2,047	5
HENNIGAN, JOHN F	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$236	2
HERRON, BRUCE MAURICE	INFORMATION MEETING	7/30/12	SHEPHERDSTOWN, WV	\$637	5
HERRON, BRUCE MAURICE	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$555	4
HICKEY, JOHN J	CONFERENCE ATTENDANCE	2/6/13	SALT LAKE CITY, UT	\$1,032	2
HICKEY, JOHN J	CONFERENCE ATTENDANCE	12/3/12	MIAMI, FL	\$1,268	3
HICKEY, JOHN J	INFORMATION MEETING	11/27/12	LAS VEGAS, NV	\$713	2
HICKEY, JOHN J	CONFERENCE ATTENDANCE	10/15/12	WILLIAMSBURG, VA	\$381	2
HICKEY, JOHN J	INFORMATION MEETING	9/20/12	MONTREAL, CAN	\$1,550	2
HICKEY, JOHN J	CONFERENCE ATTENDANCE	8/14/12	HARTFORD, CT	\$1,523	2
HICKEY, JOHN J	CONFERENCE ATTENDANCE	7/22/12	APPLETON, WI	\$1,849	4
HICKEY, JOHN J	INFORMATION MEETING	5/21/12	SEATTLE, WA	\$3,071	5
HICKEY, JOHN J	INFORMATION MEETING	5/8/12	SAN DIEGO, CA	\$2,201	4
HICKEY, JOHN J	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$560	4
HICKEY, JOHN J	CONFERENCE ATTENDANCE	3/23/12	WELLINGTON, NZL	\$18,042	8
HICKEY, JOHN J	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$314	2
HICKEY, JOHN J	INFORMATION MEETING	1/23/12	SAN ANTONIO, TX	\$1,304	3
HICKEY, JOHN J	CONFERENCE ATTENDANCE	10/13/11	SINGAPORE, SIN	\$7,885	2.5
HICKEY, JOHN J	CONFERENCE ATTENDANCE	10/9/11	NEW CALEDONIA, NCD	\$12,616	4
HICKEY, JOHN J	CONFERENCE ATTENDANCE	10/8/11	SYDNEY, AUS	\$4,731	1.5
HILL, JACQUELINE A	INFORMATION MEETING	2/5/13	ATLANTIC CITY, NJ	\$170	1
HILL, JACQUELINE A	INFORMATION MEETING	1/31/13	ATLANTIC CITY, NJ	\$291	1
HILL, JACQUELINE A	INFORMATION MEETING	8/1/12	ATLANTIC CITY, NJ	\$15	1
HILL, JACQUELINE A	SITE VISIT	7/19/12	SEATTLE, WA	\$872	1.5
HILL, JACQUELINE A	SITE VISIT	7/18/12	JUNEAU, AK	\$581	1
HILL, JACQUELINE A	SITE VISIT	7/16/12	ANCHORAGE, AK	\$1,453	2.5
HILL, JACQUELINE A	SPEECH OR PRESENTATION	1/19/12	ATLANTIC CITY, NJ	\$15	1
HOLSCLAW, CURTIS A	CONFERENCE ATTENDANCE	7/7/12	SAINT PETERSBURG, RUS	\$5,503	8
HOLSCLAW, CURTIS A	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$913	8
HOLSCLAW, CURTIS A	INFORMATION MEETING	5/6/12	PARIS, FRA	\$4,216	7
HOLSCLAW, CURTIS A	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$175	2
HOLSCLAW, CURTIS A	INFORMATION MEETING	2/12/12	PHOENIX, AZ	\$2,154	7
HOLSCLAW, CURTIS A	INFORMATION MEETING	1/23/12	ATLANTA, GA	\$815	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
HOLSCLAW, CURTIS A	INFORMATION MEETING	11/6/11	LONDON, GBR	\$4,283	7
HOLSCLAW, CURTIS A	INFORMATION MEETING	10/25/11	MARSEILLE, FRA	\$4,299	4
HOUSE, MARK STEPHEN	SITE VISIT	12/3/12	OKLAHOMA CITY, OK	\$1,134	4
HOUSE, MARK STEPHEN	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$521	4
HOUSE, MARK STEPHEN	SITE VISIT	12/5/11	OKLAHOMA CITY, OK	\$974	4
HUERTA, MICHAEL PETER	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,178	3
HUERTA, MICHAEL PETER	INFORMATION MEETING	1/30/13	SEATTLE, WA	\$780	2
HUERTA, MICHAEL PETER	SITE VISIT	1/11/13	NEWARK, NJ	\$14	0.5
HUERTA, MICHAEL PETER	SITE VISIT	1/11/13	TETERBORO, NJ	\$14	0.5
HUERTA, MICHAEL PETER	SITE VISIT	12/11/12	OKLAHOMA CITY, OK	\$995	3
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	12/3/12	MIAMI, FL	\$956	2
HUERTA, MICHAEL PETER	INFORMATION MEETING	11/30/12	ATLANTIC CITY, NJ	\$42	0.5
HUERTA, MICHAEL PETER	INFORMATION MEETING	11/30/12	BOSTON, MA	\$42	0.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	11/20/12	NEW YORK, NY	\$288	0.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	11/18/12	MONTREAL, CAN	\$1,441	2.5
HUERTA, MICHAEL PETER	INFORMATION MEETING	10/26/12	NEW YORK, NY	\$457	1
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	10/22/12	NEW ORLEANS, LA	\$43	1
HUERTA, MICHAEL PETER	INFORMATION MEETING	10/11/12	LOS ANGELES, CA	\$967	3.5
HUERTA, MICHAEL PETER	INFORMATION MEETING	10/10/12	WICHITA, KS	\$414	1.5
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	10/5/12	TAOS, NM	\$258	2
HUERTA, MICHAEL PETER	INFORMATION MEETING	10/3/12	DAYTON, OH	\$203	2
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	9/28/12	SCRANTON, PA	\$15	1
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	9/20/12	ORLANDO, FL	\$501	1
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	8/31/12	NASHUA, NH	\$28	1
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	8/29/12	LAS VEGAS, NV	\$1,338	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	8/6/12	LAS VEGAS, NV	\$1,029	2
HUERTA, MICHAEL PETER	SITE VISIT	7/25/12	OSHKOSH, WI	\$485	2
HUERTA, MICHAEL PETER	INFORMATION MEETING	7/23/12	RONKONKOMA, NY	\$15	1
HUERTA, MICHAEL PETER	SITE VISIT	7/8/12	MILLBRAE, CA	\$648	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	6/26/12	CHICAGO, IL	\$513	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	6/11/12	BOSTON, MA	\$900	2.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	6/11/12	SAINT LOUIS, MO	\$180	0.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	5/23/12	SEATTLE, WA	\$1,531	2.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	5/22/12	KANSAS CITY, MO	\$612	1
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	5/22/12	MINNEAPOLIS, MN	\$306	0.5
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	5/11/12	MEMPHIS, TN	\$709	1
HUERTA, MICHAEL PETER	INFORMATION MEETING	5/9/12	MEMPHIS, TN	\$225	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$299	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	4/16/12	ORLANDO, FL	\$801	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
HUERTA, MICHAEL PETER	SPEECH OR PRESENTATION	4/13/12	NIAGARA FALLS, NY	\$72	1
HUERTA, MICHAEL PETER	INFORMATION MEETING	4/12/12	ATLANTIC CITY, NJ	\$41	1
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	4/9/12	NEW ORLEANS, LA	\$1,246	2
HUERTA, MICHAEL PETER	OTHER TRAVEL	4/4/12	HOUSTON, TX	\$710	1
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	3/29/12	ORLANDO, FL	\$1,033	1.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	3/26/12	SANTIAGO, CHI	\$2,409	3.5
HUERTA, MICHAEL PETER	OTHER TRAVEL	3/19/12	OAKLAND, CA	\$812	1
HUERTA, MICHAEL PETER	OTHER TRAVEL	3/13/12	CINCINNATI, OH	\$33	1
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	3/10/12	ORLANDO, FL	\$989	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	3/8/12	DALLAS, TX	\$1,097	2
HUERTA, MICHAEL PETER	OTHER TRAVEL	2/29/12	ATLANTA, GA	\$412	1
HUERTA, MICHAEL PETER	OTHER TRAVEL	2/20/12	OKLAHOMA CITY, OK	\$665	3
HUERTA, MICHAEL PETER	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$499	1.5
HUERTA, MICHAEL PETER	INFORMATION MEETING	2/1/12	ATLANTA, GA	\$499	1.5
HUERTA, MICHAEL PETER	SITE VISIT	1/9/12	HOUSTON, TX	\$303	0.5
HUERTA, MICHAEL PETER	SITE VISIT	1/9/12	NASHVILLE, TN	\$908	1.5
HUERTA, MICHAEL PETER	SITE VISIT	10/28/11	RIVERSIDE, CA	\$746	1.5
HUERTA, MICHAEL PETER	SITE VISIT	10/27/11	MANHATTAN BEACH, CA	\$746	1.5
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	10/21/11	SHEPHERDSTOWN, WV	\$257	2
HUERTA, MICHAEL PETER	CONFERENCE ATTENDANCE	10/12/11	SEATTLE, WA	\$1,305	2
JAMES, CORDON L	INFORMATION MEETING	3/22/13	SACRAMENTO, CA	\$1,064	7
JAMES, CORDON L	INFORMATION MEETING	3/11/13	WASHINGTON, DC	\$1,624	4
JAMES, CORDON L	INFORMATION MEETING	2/19/13	PALM SPRINGS, CA	\$713	2
JAMES, CORDON L	INFORMATION MEETING	2/7/13	ATLANTA, GA	\$925	3.5
JAMES, CORDON L	INFORMATION MEETING	2/3/13	WASHINGTON, DC	\$1,190	4.5
JAMES, CORDON L	INFORMATION MEETING	1/22/13	LOS ANGELES, CA	\$336	1
JAMES, CORDON L	INFORMATION MEETING	12/11/12	WASHINGTON, DC	\$1,184	3
JAMES, CORDON L	INFORMATION MEETING	12/2/12	WASHINGTON, DC	\$1,757	5
JAMES, CORDON L	INFORMATION MEETING	11/29/12	OAKLAND, CA	\$491	2
JAMES, CORDON L	INFORMATION MEETING	11/13/12	HONOLULU, HI	\$1,511	3
JAMES, CORDON L	SITE VISIT	11/5/12	JUNEAU, AK	\$1,054	1
JAMES, CORDON L	INFORMATION MEETING	10/29/12	FORT WORTH, TX	\$1,389	4
JAMES, CORDON L	INFORMATION MEETING	10/22/12	WASHINGTON, DC	\$1,728	5
JAMES, CORDON L	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,435	4
JAMES, CORDON L	INFORMATION MEETING	10/9/12	WASHINGTON, DC	\$1,351	4
JAMES, CORDON L	INFORMATION MEETING	9/24/12	WASHINGTON, DC	\$1,507	4
JAMES, CORDON L	INFORMATION MEETING	9/5/12	ANCHORAGE, AK	\$1,821	4
JAMES, CORDON L	INFORMATION MEETING	9/4/12	LOS ANGELES, CA	\$454	1
JAMES, CORDON L	INFORMATION MEETING	8/29/12	LAS VEGAS, NV	\$346	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
JAMES, CORDON L	INFORMATION MEETING	8/17/12	ATLANTA, GA	\$1,101	7
JAMES, CORDON L	INFORMATION MEETING	8/6/12	WASHINGTON, DC	\$1,332	4
JAMES, CORDON L	INFORMATION MEETING	8/1/12	ASPEN, CO	\$968	1.5
JAMES, CORDON L	INFORMATION MEETING	8/1/12	DENVER, CO	\$323	0.5
JAMES, CORDON L	INFORMATION MEETING	7/24/12	CLEVELAND, OH	\$1,131	4
JAMES, CORDON L	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,256	4
JAMES, CORDON L	INFORMATION MEETING	7/9/12	PALM COAST, FL	\$851	4
JAMES, CORDON L	OTHER TRAVEL	7/1/12	RENTON, WA	\$6,125	92
JAMES, CORDON L	INFORMATION MEETING	6/28/12	HONOLULU, HI	\$741	1.5
JAMES, CORDON L	INFORMATION MEETING	6/27/12	OAKLAND, CA	\$741	1.5
JAMES, CORDON L	INFORMATION MEETING	6/20/12	WASHINGTON, DC	\$720	1.5
JAMES, CORDON L	INFORMATION MEETING	6/18/12	HERNDON, VA	\$1,201	2.5
JAMES, CORDON L	INFORMATION MEETING	6/14/12	SALT LAKE CITY, UT	\$678	2
JAMES, CORDON L	INFORMATION MEETING	6/7/12	ATLANTA, GA	\$926	3.5
JAMES, CORDON L	INFORMATION MEETING	6/4/12	WASHINGTON, DC	\$926	3.5
JAMES, CORDON L	INFORMATION MEETING	5/30/12	FORT WORTH, TX	\$1,201	3
JAMES, CORDON L	INFORMATION MEETING	5/21/12	WASHINGTON, DC	\$817	2
JAMES, CORDON L	INFORMATION MEETING	5/15/12	PHOENIX, AZ	\$451	2
JAMES, CORDON L	CONFERENCE ATTENDANCE	5/7/12	SAN DIEGO, CA	\$1,471	4
JAMES, CORDON L	SITE VISIT	4/29/12	KANSAS CITY, MO	\$1,611	6
JAMES, CORDON L	SITE VISIT	4/19/12	LAS VEGAS, NV	\$516	1.5
JAMES, CORDON L	SITE VISIT	4/17/12	LONGMONT, CO	\$688	2
JAMES, CORDON L	SITE VISIT	4/16/12	SALT LAKE CITY, UT	\$516	1.5
JAMES, CORDON L	INFORMATION MEETING	4/15/12	SEATTLE, WA	\$131	0.5
JAMES, CORDON L	INFORMATION MEETING	4/12/12	ATLANTA, GA	\$785	3
JAMES, CORDON L	INFORMATION MEETING	4/8/12	WASHINGTON, DC	\$1,177	4.5
JAMES, CORDON L	INFORMATION MEETING	3/22/12	ATLANTA, GA	\$458	3.5
JAMES, CORDON L	INFORMATION MEETING	3/19/12	PHILADELPHIA, PA	\$458	3.5
JAMES, CORDON L	INFORMATION MEETING	3/13/12	DALLAS, TX	\$881	3.5
JAMES, CORDON L	INFORMATION MEETING	3/12/12	WASHINGTON, DC	\$252	1
JAMES, CORDON L	INFORMATION MEETING	3/9/12	ATLANTA, GA	\$755	3
JAMES, CORDON L	INFORMATION MEETING	3/5/12	WASHINGTON, DC	\$1,133	4.5
JAMES, CORDON L	INFORMATION MEETING	2/28/12	NEW YORK, NY	\$1,260	3
JAMES, CORDON L	INFORMATION MEETING	2/26/12	SEATTLE, WA	\$159	1.5
JAMES, CORDON L	INFORMATION MEETING	2/9/12	ATLANTA, GA	\$1,802	17
JAMES, CORDON L	INFORMATION MEETING	2/5/12	WASHINGTON, DC	\$477	4.5
JAMES, CORDON L	CONFERENCE ATTENDANCE	1/27/12	ATLANTA, GA	\$490	2.5
JAMES, CORDON L	CONFERENCE ATTENDANCE	1/23/12	MIAMI BEACH, FL	\$882	4.5
JAMES, CORDON L	SITE VISIT	1/17/12	ANCHORAGE, AK	\$1,522	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
JAMES, CORDON L	OTHER TRAVEL	1/9/12	SAN DIEGO, CA	\$1,398	5
JAMES, CORDON L	CONFERENCE ATTENDANCE	1/3/12	SAN DIEGO, CA	\$925	3
JAMES, CORDON L	OTHER TRAVEL	12/23/11	ATLANTA, GA	\$443	10.5
JAMES, CORDON L	OTHER TRAVEL	12/21/11	LONGMONT, CO	\$105	2.5
JAMES, CORDON L	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,123	4.5
JAMES, CORDON L	INFORMATION MEETING	12/9/11	ATLANTA, GA	\$749	3
JAMES, CORDON L	INFORMATION MEETING	12/5/11	WASHINGTON, DC	\$1,123	4.5
JAMES, CORDON L	CONFERENCE ATTENDANCE	11/29/11	SAN FRANCISCO, CA	\$760	3
JAMES, CORDON L	OTHER TRAVEL	11/19/11	ATLANTA, GA	\$825	9
JAMES, CORDON L	INFORMATION MEETING	11/13/11	SAN FRANCISCO, CA	\$1,355	5.5
JAMES, CORDON L	INFORMATION MEETING	11/8/11	ATLANTA, GA	\$1,355	5.5
JAMES, CORDON L	OTHER TRAVEL	11/1/11	RENTON, WA	\$29,577	243
JAMES, CORDON L	SPEECH OR PRESENTATION	10/31/11	PALM COAST, FL	\$801	1.5
JAMES, CORDON L	SPEECH OR PRESENTATION	10/28/11	ATLANTA, GA	\$1,870	3.5
JAMES, CORDON L	OTHER TRAVEL	10/21/11	RENTON, WA	\$1,902	8
JAMES, CORDON L	OTHER TRAVEL	10/18/11	MINNEAPOLIS, MN	\$1,137	3.5
JAMES, CORDON L	OTHER TRAVEL	10/16/11	RENTON, WA	\$812	2.5
JAMES, CORDON L	SITE VISIT	10/4/11	WASHINGTON, DC	\$1,134	3
JAMES, RONALD STEVEN	SITE VISIT	2/5/13	OKLAHOMA CITY, OK	\$911	3
JAMES, RONALD STEVEN	SITE VISIT	11/14/12	ATLANTA, GA	\$881	3
JOHNS, JAMES CLAIR	INFORMATION MEETING	11/13/12	ATLANTIC CITY, NJ	\$223	2
JOHNS, JAMES CLAIR	INFORMATION MEETING	9/5/12	EVERETT, WA	\$1,892	5
JOHNS, JAMES CLAIR	INFORMATION MEETING	7/23/12	ATLANTIC CITY, NJ	\$224	2
JOHNS, JAMES CLAIR	INFORMATION MEETING	6/18/12	ATLANTIC CITY, NJ	\$224	2
JOHNS, JAMES CLAIR	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$125	1
JOHNS, JAMES CLAIR	INFORMATION MEETING	3/6/12	ATLANTIC CITY, NJ	\$121	1
JOHNSON, ALEKSANDRA J	CONFERENCE ATTENDANCE	10/21/11	SHEPHERDSTOWN, WV	\$187	2
JOHNSON, ALEKSANDRA J	INFORMATION MEETING	10/19/11	MEMPHIS, TN	\$249	2
JOHNSON, ALEKSANDRA J	INFORMATION MEETING	10/17/11	CLEVELAND, OH	\$851	1
JOHNSON, DEBORAH A	CONFERENCE ATTENDANCE	6/26/12	CHICAGO, IL	\$765	2
JOHNSON, PEARLIS E	TRAINING ATTENDANCE	3/11/13	BOSTON, MA	\$1,581	5
JOHNSON, PEARLIS E	INFORMATION MEETING	11/5/12	WASHINGTON, DC	\$2,000	5
JOHNSON, PEARLIS E	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$2,197	5
JOHNSON, PEARLIS E	INFORMATION MEETING	10/10/12	WASHINGTON, DC	\$1,704	4
JOHNSON, PEARLIS E	INFORMATION MEETING	10/2/12	WASHINGTON, DC	\$1,842	4
JOHNSON, PEARLIS E	INFORMATION MEETING	9/26/12	WASHINGTON, DC	\$1,854	4
JOHNSON, PEARLIS E	INFORMATION MEETING	9/9/12	WASHINGTON, DC	\$4,996	12
JOHNSON, PEARLIS E	OTHER TRAVEL	8/20/12	WASHINGTON, DC	\$2,003	5
JOHNSON, PEARLIS E	OTHER TRAVEL	8/13/12	WASHINGTON, DC	\$1,311	6

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
JOHNSON, PEARLIS E	INFORMATION MEETING	8/5/12	WASHINGTON, DC	\$1,668	6
JOHNSON, PEARLIS E	OTHER TRAVEL	7/16/12	WASHINGTON, DC	\$1,435	3
JOHNSON, PEARLIS E	INFORMATION MEETING	7/10/12	WASHINGTON, DC	\$2,245	5
JOHNSON, PEARLIS E	INFORMATION MEETING	6/28/12	WASHINGTON, DC	\$1,334	3
JOHNSON, PEARLIS E	INFORMATION MEETING	6/20/12	WASHINGTON, DC	\$1,847	4
JOHNSON, PEARLIS E	OTHER TRAVEL	6/3/12	WASHINGTON, DC	\$2,253	5
JOHNSON, PEARLIS E	OTHER TRAVEL	5/9/12	WASHINGTON, DC	\$1,105	2
JOHNSON, PEARLIS E	INFORMATION MEETING	5/2/12	WASHINGTON, DC	\$1,023	2.5
JOHNSON, PEARLIS E	INFORMATION MEETING	5/1/12	MIAMI, FL	\$614	1.5
JOHNSON, PEARLIS E	INFORMATION MEETING	4/23/12	WASHINGTON, DC	\$2,366	7
JOHNSON, PEARLIS E	TRAINING ATTENDANCE	3/26/12	PALM COAST, FL	\$1,484	3
JOHNSON, PEARLIS E	OTHER TRAVEL	1/29/12	WASHINGTON, DC	\$12,773	71
JOHNSON, PEARLIS E	OTHER TRAVEL	12/31/11	WASHINGTON, DC	\$5,419	29
JOHNSON, PEARLIS E	INFORMATION MEETING	12/8/11	WASHINGTON, DC	\$1,213	4
JOHNSON, PEARLIS E	INFORMATION MEETING	10/24/11	CHICAGO, IL	\$1,780	5
JOSLIN, ROBERT E	OTHER TRAVEL	3/18/13	PALMDALE, CA	\$431	2
JOSLIN, ROBERT E	OTHER TRAVEL	3/4/13	LAS VEGAS, NV	\$597	2
JOSLIN, ROBERT E	OTHER TRAVEL	2/25/13	RENTON, WA	\$815	2
JOSLIN, ROBERT E	OTHER TRAVEL	2/11/13	ARLINGTON, TX	\$846	2
JOSLIN, ROBERT E	OTHER TRAVEL	2/4/13	MELBOURNE, FL	\$1,358	4
JOSLIN, ROBERT E	OTHER TRAVEL	1/29/13	FORT WORTH, TX	\$938	2.5
JOSLIN, ROBERT E	OTHER TRAVEL	1/28/13	OKLAHOMA CITY, OK	\$563	1.5
JOSLIN, ROBERT E	OTHER TRAVEL	12/11/12	WASHINGTON, DC	\$909	2.5
JOSLIN, ROBERT E	OTHER TRAVEL	12/9/12	BILLERICA, MA	\$909	2.5
JOSLIN, ROBERT E	OTHER TRAVEL	12/3/12	TAMPA, FL	\$1,286	4
JOSLIN, ROBERT E	OTHER TRAVEL	11/27/12	PALMDALE, CA	\$637	3
JOSLIN, ROBERT E	OTHER TRAVEL	11/14/12	BEDFORD, MA	\$989	2.5
JOSLIN, ROBERT E	OTHER TRAVEL	11/13/12	WASHINGTON, DC	\$593	1.5
JOSLIN, ROBERT E	OTHER TRAVEL	11/6/12	RENTON, WA	\$1,120	3
JOSLIN, ROBERT E	OTHER TRAVEL	10/24/12	OLATHE, KS	\$975	2.5
JOSLIN, ROBERT E	OTHER TRAVEL	10/22/12	WASHINGTON, DC	\$975	2.5
JOSLIN, ROBERT E	OTHER TRAVEL	9/23/12	DAYTONA BEACH, FL	\$1,131	3
JOSLIN, ROBERT E	TRAINING ATTENDANCE	8/27/12	FORT WORTH, TX	\$4,331	17
JOSLIN, ROBERT E	OTHER TRAVEL	8/5/12	OLATHE, KS	\$921	2
JOSLIN, ROBERT E	OTHER TRAVEL	8/1/12	GARDEN CITY, NY	\$1,203	3
JOSLIN, ROBERT E	TRAINING ATTENDANCE	7/16/12	FORT WORTH, TX	\$1,298	3
JOSLIN, ROBERT E	OTHER TRAVEL	7/10/12	ANCHORAGE, AK	\$2,428	3
JOSLIN, ROBERT E	OTHER TRAVEL	6/26/12	WASHINGTON, DC	\$1,069	3
JOSLIN, ROBERT E	OTHER TRAVEL	6/7/12	SAVANNAH, GA	\$3,361	10.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
JOSLIN, ROBERT E	OTHER TRAVEL	6/6/12	ATLANTA, GA	\$480	1.5
JOSLIN, ROBERT E	OTHER TRAVEL	5/29/12	WASHINGTON, DC	\$1,111	3
JOSLIN, ROBERT E	OTHER TRAVEL	5/20/12	FORT WORTH, TX	\$1,202	3
JOSLIN, ROBERT E	OTHER TRAVEL	5/14/12	SAN ANTONIO, TX	\$1,064	3
JOSLIN, ROBERT E	OTHER TRAVEL	5/7/12	OKLAHOMA CITY, OK	\$961	3
JOSLIN, ROBERT E	OTHER TRAVEL	3/27/12	MANASSAS, VA	\$741	2
JOSLIN, ROBERT E	OTHER TRAVEL	3/23/12	SAN DIEGO, CA	\$1,048	2
JOSLIN, ROBERT E	SPEECH OR PRESENTATION	3/22/12	WICHITA, KS	\$1,171	1
JOSLIN, ROBERT E	OTHER TRAVEL	1/31/12	KANSAS CITY, MO	\$1,791	3
JOSLIN, ROBERT E	CONFERENCE ATTENDANCE	1/23/12	SAN ANTONIO, TX	\$1,710	5
JOSLIN, ROBERT E	OTHER TRAVEL	1/17/12	WASHINGTON, DC	\$877	2
JOSLIN, ROBERT E	OTHER TRAVEL	12/19/11	CEDAR RAPIDS, IA	\$1,311	1
JOSLIN, ROBERT E	OTHER TRAVEL	12/12/11	WICHITA, KS	\$1,685	4
JOSLIN, ROBERT E	OTHER TRAVEL	12/5/11	SAN DIEGO, CA	\$1,544	5
JOSLIN, ROBERT E	OTHER TRAVEL	11/29/11	WASHINGTON, DC	\$1,290	3
JOSLIN, ROBERT E	OTHER TRAVEL	11/8/11	SALEM, OR	\$870	3
JOSLIN, ROBERT E	OTHER TRAVEL	10/27/11	WASHINGTON, DC	\$925	2
JOSLIN, ROBERT E	SPEECH OR PRESENTATION	10/12/11	WASHINGTON, DC	\$1,067	2
KALINOWSKI, NANCY BLAGG	INFORMATION MEETING	3/14/13	ATLANTA, GA	\$512	2
KALINOWSKI, NANCY BLAGG	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,212	2
KALINOWSKI, NANCY BLAGG	CONFERENCE ATTENDANCE	6/26/12	SCHAUMBURG, IL	\$854	2
KALINOWSKI, NANCY BLAGG	INFORMATION MEETING	6/3/12	BEIJING, CHN	\$4,602	6
KALINOWSKI, NANCY BLAGG	INFORMATION MEETING	5/7/12	ORLANDO, FL	\$1,006	3
KALINOWSKI, NANCY BLAGG	CONFERENCE ATTENDANCE	4/30/12	KANSAS CITY, MO	\$1,885	4
KALINOWSKI, NANCY BLAGG	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$402	3
KALINOWSKI, NANCY BLAGG	SITE VISIT	3/14/12	LAS VEGAS, NV	\$1,478	3
KALINOWSKI, NANCY BLAGG	INFORMATION MEETING	2/23/12	JACKSONVILLE, NY	\$268	1
KING, MELISSA	SITE VISIT	2/4/13	OKLAHOMA CITY, OK	\$935	4
KING, MELISSA	SITE VISIT	12/17/12	PALM COAST, FL	\$831	3
KORT, NANCY B	INFORMATION MEETING	3/25/13	WASHINGTON, DC	\$2,075	5
KORT, NANCY B	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$1,365	3
KORT, NANCY B	INFORMATION MEETING	2/4/13	WASHINGTON, DC	\$1,432	4
KORT, NANCY B	INFORMATION MEETING	12/10/12	LOS ANGELES, CA	\$1,624	5
KORT, NANCY B	INFORMATION MEETING	12/3/12	WASHINGTON, DC	\$1,983	4
KORT, NANCY B	INFORMATION MEETING	11/7/12	OLATHE, KS	\$751	2
KORT, NANCY B	INFORMATION MEETING	10/29/12	KANSAS CITY, MO	\$1,323	4
KORT, NANCY B	INFORMATION MEETING	10/23/12	HERNDON, VA	\$1,364	2.5
KORT, NANCY B	INFORMATION MEETING	10/22/12	SCHAUMBURG, IL	\$818	1.5
KORT, NANCY B	INFORMATION MEETING	10/15/12	CHICAGO, IL	\$233	0.5

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KORT, NANCY B	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,630	3.5
KORT, NANCY B	INFORMATION MEETING	10/12/12	INDIANAPOLIS, IN	\$988	2
KORT, NANCY B	INFORMATION MEETING	9/17/12	CHICAGO, IL	\$1,674	4
KORT, NANCY B	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,179	3
KORT, NANCY B	INFORMATION MEETING	8/13/12	CHICAGO, IL	\$1,213	3
KORT, NANCY B	INFORMATION MEETING	8/6/12	ALEXANDRIA, VA	\$1,581	4
KORT, NANCY B	INFORMATION MEETING	7/25/12	MEMPHIS, TN	\$506	2
KORT, NANCY B	INFORMATION MEETING	7/16/12	ALEXANDRIA, VA	\$1,451	4
KORT, NANCY B	INFORMATION MEETING	6/26/12	INDIANAPOLIS, IN	\$1,214	3.5
KORT, NANCY B	INFORMATION MEETING	6/25/12	BLOOMINGTON, MN	\$520	1.5
KORT, NANCY B	INFORMATION MEETING	6/4/12	ARLINGTON, VA	\$1,769	4
KORT, NANCY B	SITE VISIT	5/22/12	CLEVELAND, OH	\$914	2
KORT, NANCY B	INFORMATION MEETING	4/30/12	KANSAS CITY, MO	\$1,431	4
KORT, NANCY B	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$790	2.5
KORT, NANCY B	INFORMATION MEETING	4/23/12	ARLINGTON, VA	\$790	2.5
KORT, NANCY B	INFORMATION MEETING	4/13/12	HOUSTON, TX	\$570	2
KORT, NANCY B	INFORMATION MEETING	4/11/12	ARLINGTON, VA	\$817	1.5
KORT, NANCY B	INFORMATION MEETING	4/10/12	NEW ORLEANS, LA	\$545	1
KORT, NANCY B	INFORMATION MEETING	4/9/12	ARLINGTON, VA	\$817	1.5
KORT, NANCY B	INFORMATION MEETING	4/4/12	HOUSTON, TX	\$589	2
KORT, NANCY B	INFORMATION MEETING	3/21/12	DENVER, CO	\$751	2
KORT, NANCY B	INFORMATION MEETING	2/27/12	DES PLAINES, IL	\$832	2
KORT, NANCY B	INFORMATION MEETING	2/15/12	HOUSTON, TX	\$1,056	3
KORT, NANCY B	INFORMATION MEETING	2/6/12	ALEXANDRIA, VA	\$1,810	4
KORT, NANCY B	INFORMATION MEETING	1/23/12	LOS ANGELES, CA	\$1,594	5
KORT, NANCY B	ENTITLEMENT TRAVEL	1/17/12	MIAMI BEACH, FL	\$1,096	2
KORT, NANCY B	INFORMATION MEETING	1/11/12	OKLAHOMA CITY, OK	\$258	1
KORT, NANCY B	INFORMATION MEETING	1/9/12	HOUSTON, TX	\$469	1
KORT, NANCY B	INFORMATION MEETING	12/12/11	ALEXANDRIA, VA	\$2,003	7
KORT, NANCY B	INFORMATION MEETING	12/6/11	KANSAS CITY, MO	\$824	2
KORT, NANCY B	INFORMATION MEETING	11/29/11	SAN FRANCISCO, CA	\$1,238	3
KORT, NANCY B	INFORMATION MEETING	11/14/11	SCHAUMBURG, IL	\$1,959	5
KORT, NANCY B	INFORMATION MEETING	10/31/11	OVERLAND PARK, KS	\$1,109	3
KORT, NANCY B	INFORMATION MEETING	10/24/11	ARLINGTON, VA	\$1,819	4.5
KORT, NANCY B	INFORMATION MEETING	10/23/11	WARRENVILLE, IL	\$606	1.5
KORT, NANCY B	INFORMATION MEETING	10/3/11	ALEXANDRIA, VA	\$1,592	4
LANG, CATHERINE M	SPEECH OR PRESENTATION	3/3/13	SINGAPORE, SIN	\$5,476	7
LANG, CATHERINE M	SPEECH OR PRESENTATION	2/5/13	NEW ORLEANS, LA	\$1,453	2
LANG, CATHERINE M	SPEECH OR PRESENTATION	1/5/13	KAHULUI, HI	\$1,791	5.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LANG, CATHERINE M	SPEECH OR PRESENTATION	1/3/13	WAILEA, HI	\$814	2.5
LANG, CATHERINE M	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$1,288	3
LANG, CATHERINE M	SPEECH OR PRESENTATION	12/6/12	PALM SPRINGS, CA	\$1,719	2
LANG, CATHERINE M	INFORMATION MEETING	11/27/12	MONTREAL, CAN	\$940	1
LANG, CATHERINE M	SPEECH OR PRESENTATION	10/29/12	BUDAPEST, HUN	\$2,282	3
LANG, CATHERINE M	SPEECH OR PRESENTATION	10/13/12	LOS ANGELES, CA	\$583	1.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	10/11/12	PALM SPRINGS, CA	\$971	2.5
LANG, CATHERINE M	OTHER TRAVEL	10/9/12	JACKSONVILLE, NY	\$699	2
LANG, CATHERINE M	SPEECH OR PRESENTATION	9/12/12	JACKSONVILLE, NY	\$1,277	1.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	9/11/12	CALGARY, CAN	\$1,277	1.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	8/27/12	LIVINGSTONE, ZAM	\$3,164	6.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	8/26/12	JOHANNESBURG, SAF	\$730	1.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	8/17/12	MONTREAL, CAN	\$1,535	4
LANG, CATHERINE M	SPEECH OR PRESENTATION	7/20/12	NAPLES, FL	\$976	5
LANG, CATHERINE M	INFORMATION MEETING	7/12/12	PROVIDENCE, RI	\$1,037	5
LANG, CATHERINE M	SPEECH OR PRESENTATION	6/26/12	BRUSSELS, BEL	\$3,528	4
LANG, CATHERINE M	SPEECH OR PRESENTATION	6/19/12	BOGOTA, COL	\$1,727	4
LANG, CATHERINE M	SPEECH OR PRESENTATION	6/10/12	SAINT LOUIS, MO	\$1,095	2
LANG, CATHERINE M	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$144	2
LANG, CATHERINE M	SPEECH OR PRESENTATION	4/23/12	LOS ANGELES, CA	\$756	0.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	4/22/12	PASADENA, CA	\$756	0.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	4/16/12	SEATTLE, WA	\$1,746	3
LANG, CATHERINE M	SPEECH OR PRESENTATION	4/13/12	NIAGARA FALLS, NY	\$15	1
LANG, CATHERINE M	INFORMATION MEETING	3/29/12	NEW ORLEANS, LA	\$1,291	2
LANG, CATHERINE M	SPEECH OR PRESENTATION	3/7/12	LONDON, GBR	\$2,544	3
LANG, CATHERINE M	SPEECH OR PRESENTATION	2/28/12	DENVER, CO	\$1,972	3
LANG, CATHERINE M	INFORMATION MEETING	2/15/12	CHICAGO, IL	\$409	1
LANG, CATHERINE M	SPEECH OR PRESENTATION	2/6/12	DENVER, CO	\$1,805	3
LANG, CATHERINE M	SPEECH OR PRESENTATION	1/15/12	SAN FRANCISCO, CA	\$922	2.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	1/13/12	PALM SPRINGS, CA	\$738	2
LANG, CATHERINE M	SPEECH OR PRESENTATION	1/12/12	SAN DIEGO, CA	\$369	1
LANG, CATHERINE M	SPEECH OR PRESENTATION	1/8/12	HONOLULU, HI	\$1,291	3.5
LANG, CATHERINE M	SPEECH OR PRESENTATION	12/22/11	FORT WORTH, TX	\$890	1
LANG, CATHERINE M	INFORMATION MEETING	12/4/11	SEATTLE, WA	\$2,335	6
LANG, CATHERINE M	SPEECH OR PRESENTATION	11/7/11	PALM SPRINGS, CA	\$1,752	3
LANG, CATHERINE M	SPEECH OR PRESENTATION	10/30/11	MARRAKECH, MAR	\$3,563	5
LANG, CATHERINE M	SPEECH OR PRESENTATION	10/8/11	KRAKOW, POL	\$3,036	6
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	2/28/13	WASHINGTON, DC	\$813	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	2/19/13	WASHINGTON, DC	\$423	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	2/4/13	MEXICO CITY, MEX	\$2,546	5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	1/14/13	WASHINGTON, DC	\$1,277	4
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	1/9/13	VERO BEACH, FL	\$708	2.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	1/8/13	DAYTONA BEACH, FL	\$425	1.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	12/21/12	WICHITA, KS	\$300	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	12/3/12	WASHINGTON, DC	\$1,237	3
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	11/19/12	FREDERICK, MD	\$749	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	11/14/12	TOKYO-TO, JPN	\$1,781	2.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	11/11/12	SEOUL, KOR	\$2,494	3.5
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	10/22/12	ATLANTA, GA	\$1,305	5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,624	5
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	10/11/12	WICHITA, KS	\$300	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	10/2/12	FREDERICK, MD	\$1,203	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	9/19/12	SAVANNAH, GA	\$951	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	7/22/12	OSHKOSH, WI	\$3,072	7
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	6/18/12	WASHINGTON, DC	\$1,566	4
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$844	4
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	6/7/12	SAVANNAH, GA	\$659	1.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	6/5/12	WASHINGTON, DC	\$879	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	6/4/12	VANDALIA, OH	\$659	1.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	5/30/12	WICHITA, KS	\$254	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	5/10/12	ANCHORAGE, AK	\$1,998	3
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,209	4
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/20/12	FRANKFURT, FRG	\$960	1.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/19/12	GERMANY, FRG	\$640	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/18/12	FRANKFURT, FRG	\$640	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/16/12	COLOGNE, FRG	\$1,601	2.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/10/12	CINCINNATI, OH	\$439	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	4/6/12	WICHITA, KS	\$210	1
LAWRENCE, EARL ANTHONY	SPEECH OR PRESENTATION	4/4/12	WASHINGTON, DC	\$503	1.5
LAWRENCE, EARL ANTHONY	SPEECH OR PRESENTATION	4/2/12	HAPEVILLE, GA	\$839	2.5
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	3/27/12	LAKELAND, FL	\$1,331	4
LAWRENCE, EARL ANTHONY	TRAINING ATTENDANCE	3/4/12	CHARLOTTESVILLE, VA	\$788	13
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	2/29/12	WASHINGTON, DC	\$670	2
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	2/24/12	STEVENS POINT, WI	\$540	1.5
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	2/21/12	OSHKOSH, WI	\$1,259	3.5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	2/9/12	DALLAS, TX	\$748	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	2/6/12	ORLANDO, FL	\$964	3
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	1/23/12	SAN ANTONIO, TX	\$1,077	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	1/9/12	WASHINGTON, DC	\$1,473	5
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,425	5
LAWRENCE, EARL ANTHONY	TRAINING ATTENDANCE	11/27/11	CHARLOTTESVILLE, VA	\$1,534	13
LAWRENCE, EARL ANTHONY	SITE VISIT	11/17/11	WICHITA, KS	\$214	1
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	11/14/11	WASHINGTON, DC	\$1,001	3
LAWRENCE, EARL ANTHONY	TRAINING ATTENDANCE	11/7/11	PALM COAST, FL	\$813	4
LAWRENCE, EARL ANTHONY	SPEECH OR PRESENTATION	11/1/11	TAMPA, FL	\$1,309	2
LAWRENCE, EARL ANTHONY	INFORMATION MEETING	10/24/11	FORT WORTH, TX	\$1,426	4
LAWRENCE, EARL ANTHONY	CONFERENCE ATTENDANCE	10/8/11	BRANSON, MO	\$408	2
LEADER, CHARLES ARTHUR	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$392	3
LEE-FANNING, SUNNY	OTHER TRAVEL	10/28/12	WASHINGTON, DC	\$2,146	6
LEE-FANNING, SUNNY	OTHER TRAVEL	10/22/12	WASHINGTON, DC	\$2,055	5
LEE-FANNING, SUNNY	INFORMATION MEETING	10/9/12	PALM COAST, FL	\$861	3
LEE-FANNING, SUNNY	INFORMATION MEETING	9/19/12	WASHINGTON, DC	\$1,171	3
LEE-FANNING, SUNNY	INFORMATION MEETING	9/4/12	WASHINGTON, DC	\$1,517	4
LEE-FANNING, SUNNY	INFORMATION MEETING	8/9/12	WASHINGTON, DC	\$753	2
LEE-FANNING, SUNNY	INFORMATION MEETING	7/31/12	ARLINGTON, VA	\$1,095	3
LEE-FANNING, SUNNY	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,577	5
LEE-FANNING, SUNNY	SPEECH OR PRESENTATION	6/26/12	SCHAUMBURG, IL	\$1,131	4
LEE-FANNING, SUNNY	OTHER TRAVEL	6/12/12	PALM COAST, FL	\$766	4
LEE-FANNING, SUNNY	INFORMATION MEETING	5/7/12	WASHINGTON, DC	\$1,238	3
LEE-FANNING, SUNNY	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,078	4
LEE-FANNING, SUNNY	INFORMATION MEETING	4/15/12	PALM COAST, FL	\$1,100	6
LEE-FANNING, SUNNY	INFORMATION MEETING	3/15/12	WASHINGTON, DC	\$1,174	2
LEE-FANNING, SUNNY	INFORMATION MEETING	3/5/12	WASHINGTON, DC	\$1,226	3
LEE-FANNING, SUNNY	TRAINING ATTENDANCE	2/5/12	SAN DIEGO, CA	\$1,570	6
LEE-FANNING, SUNNY	INFORMATION MEETING	2/1/12	WASHINGTON, DC	\$1,150	3
LEE-FANNING, SUNNY	INFORMATION MEETING	12/14/11	WASHINGTON, DC	\$1,122	3
LEE-FANNING, SUNNY	OTHER TRAVEL	11/7/11	PALM COAST, FL	\$1,029	4
LEE-FANNING, SUNNY	TRAINING ATTENDANCE	11/2/11	WASHINGTON, DC	\$1,131	3
LEE-FANNING, SUNNY	INFORMATION MEETING	10/26/11	CHICAGO, IL	\$796	2
LEE-FANNING, SUNNY	TRAINING ATTENDANCE	10/12/11	WASHINGTON, DC	\$1,222	3
LEE-FANNING, SUNNY	INFORMATION MEETING	10/3/11	WASHINGTON, DC	\$1,256	3
LENFERT, WINSOME A	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$1,171	3
LENFERT, WINSOME A	INFORMATION MEETING	11/12/12	WASHINGTON, DC	\$1,738	5
LENFERT, WINSOME A	OTHER TRAVEL	11/4/12	WASHINGTON, DC	\$1,928	6
LENFERT, WINSOME A	INFORMATION MEETING	10/15/12	LOUISVILLE, KY	\$512	1
LENFERT, WINSOME A	INFORMATION MEETING	9/26/12	SAN JUAN, PR	\$48	4
LENFERT, WINSOME A	INFORMATION MEETING	9/11/12	QUEENS, NY	\$1,804	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LENFERT, WINSOME A	SPEECH OR PRESENTATION	9/10/12	AUBURN, AL	\$112	1
LENFERT, WINSOME A	INFORMATION MEETING	8/22/12	NASHVILLE, TN	\$1,162	1
LENFERT, WINSOME A	INFORMATION MEETING	8/20/12	WASHINGTON, DC	\$772	2
LENFERT, WINSOME A	INFORMATION MEETING	8/8/12	ORLANDO, FL	\$350	1
LENFERT, WINSOME A	SITE VISIT	7/20/12	NAPLES, FL	\$1,000	7
LENFERT, WINSOME A	SITE VISIT	7/10/12	MEMPHIS, TN	\$344	1
LENFERT, WINSOME A	TRAINING ATTENDANCE	6/17/12	CHARLOTTESVILLE, VA	\$1,233	13
LENFERT, WINSOME A	INFORMATION MEETING	6/11/12	WASHINGTON, DC	\$1,521	4
LENFERT, WINSOME A	INFORMATION MEETING	6/7/12	WASHINGTON, DC	\$811	2
LENFERT, WINSOME A	INFORMATION MEETING	5/23/12	ORLANDO, FL	\$808	3
LENFERT, WINSOME A	INFORMATION MEETING	5/14/12	RALEIGH, NC	\$870	1
LENFERT, WINSOME A	INFORMATION MEETING	5/2/12	WASHINGTON, DC	\$829	2
LENFERT, WINSOME A	CONFERENCE ATTENDANCE	4/24/12	NEW BERN, NC	\$1,177	4
LENFERT, WINSOME A	INFORMATION MEETING	4/11/12	WILMINGTON, NC	\$718	1.5
LENFERT, WINSOME A	INFORMATION MEETING	4/10/12	CHARLOTTE, NC	\$239	0.5
LENFERT, WINSOME A	INFORMATION MEETING	4/10/12	GREENSBORO, NC	\$479	1
LENFERT, WINSOME A	TRAINING ATTENDANCE	3/25/12	CHARLOTTESVILLE, VA	\$539	13
LENFERT, WINSOME A	INFORMATION MEETING	2/29/12	WEST PALM BEACH, FL	\$721	2
LENFERT, WINSOME A	INFORMATION MEETING	2/22/12	SAN JUAN, PR	\$1,069	2.5
LENFERT, WINSOME A	INFORMATION MEETING	2/18/12	OWENSBORO, KY	\$1,924	4.5
LENFERT, WINSOME A	INFORMATION MEETING	2/8/12	MYRTLE BEACH, SC	\$1,309	3
LENFERT, WINSOME A	SITE VISIT	1/22/12	FORT LAUDERDALE, FL	\$697	2
LENFERT, WINSOME A	INFORMATION MEETING	1/17/12	WASHINGTON, DC	\$1,113	3
LENFERT, WINSOME A	INFORMATION MEETING	1/13/12	FORT LAUDERDALE, FL	\$410	1
LENFERT, WINSOME A	SITE VISIT	1/9/12	SAN JUAN, PR	\$19	3
LENFERT, WINSOME A	INFORMATION MEETING	1/3/12	WASHINGTON, DC	\$850	2
LENFERT, WINSOME A	INFORMATION MEETING	12/22/11	MEMPHIS, TN	\$333	1
LENFERT, WINSOME A	INFORMATION MEETING	12/5/11	SEATTLE, WA	\$1,791	5
LENFERT, WINSOME A	SITE VISIT	11/15/11	SAN JUAN, PR	\$332	0.5
LENFERT, WINSOME A	SITE VISIT	11/14/11	SAINT THOMAS, VI	\$996	1.5
LENFERT, WINSOME A	INFORMATION MEETING	11/1/11	BOSTON, MA	\$815	1
LENFERT, WINSOME A	TRAINING ATTENDANCE	10/17/11	PALM COAST, FL	\$724	4
LEWIS, PATRICK L	INFORMATION MEETING	2/22/12	PITTSBURGH, PA	\$569	3
LEWIS, PAULA R	INFORMATION MEETING	12/5/11	NORMAN, OK	\$965	4
LEWIS, PAULA R	CONFERENCE ATTENDANCE	11/9/11	KANSAS CITY, MO	\$476	2
LEWIS, PAULA R	INFORMATION MEETING	10/25/11	ROSEMONT, IL	\$1,212	4
LEWIS, ROBERT N	INFORMATION MEETING	2/24/13	WASHINGTON, DC	\$2,491	6
LEWIS, ROBERT N	INFORMATION MEETING	1/23/13	RENTON, WA	\$1,183	2
LEWIS, ROBERT N	INFORMATION MEETING	11/26/12	WASHINGTON, DC	\$2,001	4

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LEWIS, ROBERT N	OTHER TRAVEL	11/13/12	WASHINGTON, DC	\$2,362	4
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	10/14/12	WASHINGTON, DC	\$2,525	6
LEWIS, ROBERT N	INFORMATION MEETING	10/9/12	HAWTHORNE, CA	\$1,592	3
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	9/8/12	SALT LAKE CITY, UT	\$1,714	9
LEWIS, ROBERT N	OTHER TRAVEL	8/12/12	WASHINGTON, DC	\$1,787	4
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	7/24/12	RENTON, WA	\$1,227	2
LEWIS, ROBERT N	SITE VISIT	6/27/12	BETHEL, AK	\$892	2
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	5/29/12	VANCOUVER, CAN	\$2,140	4
LEWIS, ROBERT N	OTHER TRAVEL	5/9/12	BETHEL, AK	\$2,193	1
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	4/27/12	WASHINGTON, DC	\$602	1.5
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$1,205	3
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	4/23/12	WASHINGTON, DC	\$602	1.5
LEWIS, ROBERT N	SPEECH OR PRESENTATION	4/19/12	FAIRBANKS, AK	\$528	1
LEWIS, ROBERT N	INFORMATION MEETING	4/8/12	WASHINGTON, DC	\$2,634	6
LEWIS, ROBERT N	CONFERENCE ATTENDANCE	3/26/12	PALM COAST, FL	\$2,137	5
LEWIS, ROBERT N	INFORMATION MEETING	3/20/12	JUNEAU, AK	\$1,264	2.5
LEWIS, ROBERT N	INFORMATION MEETING	3/20/12	KETCHIKAN, AK	\$253	0.5
LEWIS, ROBERT N	INFORMATION MEETING	12/6/11	LOS ANGELES, CA	\$1,503	4
LEWIS, ROBERT N	INFORMATION MEETING	10/23/11	CHICAGO, IL	\$1,990	6
LEWIS, ROBERT N	SPEECH OR PRESENTATION	10/13/11	JUNEAU, AK	\$576	1
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	3/25/13	WASHINGTON, DC	\$1,575	3
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	3/18/13	ARLINGTON, VA	\$2,066	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	3/11/13	WASHINGTON, DC	\$1,711	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	3/3/13	ARLINGTON, VA	\$1,664	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	2/24/13	WASHINGTON, DC	\$2,462	6
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	2/19/13	WASHINGTON, DC	\$1,291	3
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	2/11/13	WASHINGTON, DC	\$1,802	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	2/4/13	WASHINGTON, DC	\$1,929	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	1/31/13	WASHINGTON, DC	\$267	0.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	1/29/13	MIAMI, FL	\$1,333	2.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	1/23/13	WASHINGTON, DC	\$785	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	1/14/13	WASHINGTON, DC	\$1,789	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	1/7/13	WASHINGTON, DC	\$2,099	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	12/21/12	WASHINGTON, DC	\$202	0.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	12/20/12	EGG HARBOR, NJ	\$404	1
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	12/17/12	WASHINGTON, DC	\$1,414	3.5
LINNEY, JAMES DANIEL	SITE VISIT	12/10/12	JACKSONVILLE, FL	\$1,357	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	12/3/12	WASHINGTON, DC	\$1,748	4
LINNEY, JAMES DANIEL	SPEECH OR PRESENTATION	11/26/12	WASHINGTON, DC	\$1,990	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LINNEY, JAMES DANIEL	OTHER TRAVEL	11/18/12	WASHINGTON, DC	\$1,141	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	11/15/12	WASHINGTON, DC	\$238	0.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	11/13/12	MCDONOUGH, GA	\$951	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	11/12/12	WASHINGTON, DC	\$713	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	11/5/12	KANSAS CITY, MO	\$2,235	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	10/23/12	GALLOWAY, NJ	\$1,290	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	10/16/12	DETROIT, MI	\$1,322	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	10/9/12	WASHINGTON, DC	\$1,752	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	9/25/12	WASHINGTON, DC	\$739	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	9/24/12	GALLOWAY, NJ	\$739	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	9/18/12	ALEXANDRIA, VA	\$1,601	3.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	9/16/12	MEMPHIS, TN	\$1,144	2.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	9/11/12	HYATTSVILLE, MD	\$1,310	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	9/4/12	WASHINGTON, DC	\$1,414	3
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	8/28/12	WASHINGTON, DC	\$1,354	3
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	8/20/12	WASHINGTON, DC	\$1,226	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	8/6/12	WASHINGTON, DC	\$1,367	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	7/23/12	MEMPHIS, TN	\$898	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	7/16/12	ARLINGTON, VA	\$1,889	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	7/10/12	EGG HARBOR, NJ	\$1,737	3.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	7/9/12	WASHINGTON, DC	\$745	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	6/25/12	INDIANAPOLIS, IN	\$1,677	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	6/22/12	ARLINGTON, VA	\$519	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	6/19/12	SOMERS POINT, NJ	\$1,038	3
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	6/18/12	WASHINGTON, DC	\$519	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	6/4/12	WASHINGTON, DC	\$2,212	5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	5/30/12	WASHINGTON, DC	\$1,522	3
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	5/24/12	PHILADELPHIA, PA	\$402	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	5/21/12	ATLANTIC CITY, NJ	\$939	3.5
LINNEY, JAMES DANIEL	SPEECH OR PRESENTATION	5/3/12	KANSAS CITY, MO	\$1,461	1
LINNEY, JAMES DANIEL	SITE VISIT	5/1/12	WASHINGTON, DC	\$1,050	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	4/26/12	WASHINGTON, DC	\$724	1.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	4/24/12	ARLINGTON, VA	\$965	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	4/23/12	ALEXANDRIA, VA	\$724	1.5
LINNEY, JAMES DANIEL	SITE VISIT	4/18/12	HOUSTON, TX	\$503	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	4/10/12	WASHINGTON, DC	\$1,056	2
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	4/2/12	WASHINGTON, DC	\$1,917	4
LINNEY, JAMES DANIEL	INFORMATION MEETING	3/26/12	WASHINGTON, DC	\$1,912	4
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	3/20/12	DENVER, CO	\$1,236	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LINNEY, JAMES DANIEL	INFORMATION MEETING	3/16/12	WASHINGTON, DC	\$911	1
LINNEY, JAMES DANIEL	INFORMATION MEETING	3/6/12	NEW ORLEANS, LA	\$1,086	2
LINNEY, JAMES DANIEL	INFORMATION MEETING	3/1/12	WASHINGTON, DC	\$600	1.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/29/12	ATLANTIC CITY, NJ	\$400	1
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/27/12	WASHINGTON, DC	\$1,000	2.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/24/12	ATLANTIC CITY, NJ	\$219	0.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$1,534	3.5
LINNEY, JAMES DANIEL	CONFERENCE ATTENDANCE	2/14/12	HOUSTON, TX	\$640	3
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/8/12	DENVER, CO	\$660	1.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/6/12	WASHINGTON, DC	\$1,100	2.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	2/1/12	WASHINGTON, DC	\$671	1
LINNEY, JAMES DANIEL	INFORMATION MEETING	1/23/12	MIAMI, FL	\$253	0.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	1/23/12	WASHINGTON, DC	\$1,773	3.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	1/17/12	WASHINGTON, DC	\$1,799	4
LINNEY, JAMES DANIEL	INFORMATION MEETING	1/2/12	CORONADO, CA	\$1,718	5
LINNEY, JAMES DANIEL	INFORMATION MEETING	12/19/11	WASHINGTON, DC	\$1,809	4
LINNEY, JAMES DANIEL	INFORMATION MEETING	12/14/11	WASHINGTON, DC	\$735	1.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	12/13/11	ATLANTIC CITY, NJ	\$490	1
LINNEY, JAMES DANIEL	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$735	1.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	12/5/11	WASHINGTON, DC	\$1,559	4
LINNEY, JAMES DANIEL	INFORMATION MEETING	11/28/11	OAKLAND, CA	\$187	0.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	11/28/11	SAN FRANCISCO, CA	\$1,681	4.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	11/16/11	HOUSTON, TX	\$1,008	2
LINNEY, JAMES DANIEL	INFORMATION MEETING	11/9/11	ATLANTIC CITY, NJ	\$283	0.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	11/7/11	WASHINGTON, DC	\$1,413	2.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	11/1/11	WASHINGTON, DC	\$1,599	4
LINNEY, JAMES DANIEL	INFORMATION MEETING	10/24/11	WASHINGTON, DC	\$2,276	5
LINNEY, JAMES DANIEL	INFORMATION MEETING	10/20/11	HOUSTON, TX	\$633	1
LINNEY, JAMES DANIEL	INFORMATION MEETING	10/18/11	WASHINGTON, DC	\$996	2
LINNEY, JAMES DANIEL	INFORMATION MEETING	10/5/11	WASHINGTON, DC	\$674	1.5
LINNEY, JAMES DANIEL	INFORMATION MEETING	10/3/11	ATLANTIC CITY, NJ	\$1,123	2.5
LIU, LIRIO L	OTHER TRAVEL	10/5/12	SAN PEDRO, CA	\$807	4
LIU, LIRIO L	OTHER TRAVEL	10/1/12	WASHINGTON, DC	\$969	6
LIU, LIRIO L	OTHER TRAVEL	9/20/12	SAN PEDRO, CA	\$1,031	4
LIU, LIRIO L	OTHER TRAVEL	9/1/12	WASHINGTON, DC	\$5,332	30
LIU, LIRIO L	OTHER TRAVEL	8/16/12	SAN PEDRO, CA	\$1,031	6
LIU, LIRIO L	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$1,326	4
LIU, LIRIO L	OTHER TRAVEL	5/31/12	WASHINGTON, DC	\$829	5
LIU, LIRIO L	OTHER TRAVEL	5/7/12	WASHINGTON, DC	\$19,831	116.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LIU, LIRIO L	OTHER TRAVEL	5/3/12	LOS ANGELES, CA	\$681	4
LIU, LIRIO L	OTHER TRAVEL	4/22/12	WASHINGTON, DC	\$1,958	11.5
LIU, LIRIO L	INFORMATION MEETING	3/12/12	WASHINGTON, DC	\$702	1
LIU, LIRIO L	OTHER TRAVEL	2/8/12	RENTON, WA	\$368	1
LIU, LIRIO L	INFORMATION MEETING	10/26/11	LAS VEGAS, NV	\$524	1.5
LIU, LIRIO L	INFORMATION MEETING	10/24/11	DES PLAINES, IL	\$873	2.5
LUCKE, EDWARD WALLACE	SITE VISIT	3/26/13	SACRAMENTO, CA	\$1,080	4
LUCKE, EDWARD WALLACE	SITE VISIT	3/11/13	WASHINGTON, DC	\$1,950	5
LUCKE, EDWARD WALLACE	SITE VISIT	3/6/13	DES MOINES, IA	\$549	2
LUCKE, EDWARD WALLACE	CERTIFICATE MANAGEMENT	2/13/13	FORT WORTH, TX	\$475	3
LUCKE, EDWARD WALLACE	SITE VISIT	1/28/13	WASHINGTON, DC	\$1,537	5
LUCKE, EDWARD WALLACE	SITE VISIT	1/13/13	ATLANTA, GA	\$961	3
LUCKE, EDWARD WALLACE	SITE VISIT	12/10/12	WASHINGTON, DC	\$1,553	5
LUCKE, EDWARD WALLACE	SITE VISIT	11/18/12	WASHINGTON, DC	\$1,424	4
LUCKE, EDWARD WALLACE	SITE VISIT	11/13/12	WASHINGTON, DC	\$499	2
LUCKE, EDWARD WALLACE	SITE VISIT	10/29/12	DALLAS, TX	\$920	4
LUCKE, EDWARD WALLACE	SITE VISIT	10/21/12	WASHINGTON, DC	\$2,255	6
LUCKE, EDWARD WALLACE	SITE VISIT	10/1/12	WASHINGTON, DC	\$1,752	5
LUCKE, EDWARD WALLACE	SITE VISIT	9/24/12	WASHINGTON, DC	\$1,775	5
LUCKE, EDWARD WALLACE	SITE VISIT	8/27/12	WASHINGTON, DC	\$856	2.5
LUCKE, EDWARD WALLACE	SITE VISIT	8/26/12	PHILADELPHIA, PA	\$514	1.5
LUCKE, EDWARD WALLACE	SITE VISIT	7/30/12	WASHINGTON, DC	\$783	3
LUCKE, EDWARD WALLACE	SITE VISIT	7/23/12	CLEVELAND, OH	\$1,199	5
LUCKE, EDWARD WALLACE	SITE VISIT	7/17/12	WASHINGTON, DC	\$1,317	4
LUCKE, EDWARD WALLACE	TRAINING ATTENDANCE	7/9/12	PALM COAST, FL	\$1,137	3
LUCKE, EDWARD WALLACE	SITE VISIT	6/18/12	WASHINGTON, DC	\$1,169	5
LUCKE, EDWARD WALLACE	SITE VISIT	5/30/12	WASHINGTON, DC	\$1,181	5
LUCKE, EDWARD WALLACE	SITE VISIT	5/14/12	WASHINGTON, DC	\$845	2
LUCKE, EDWARD WALLACE	SITE VISIT	5/7/12	SAN DIEGO, CA	\$1,399	5
LUCKE, EDWARD WALLACE	SITE VISIT	4/30/12	KANSAS CITY, MO	\$1,129	4
LUCKE, EDWARD WALLACE	SITE VISIT	4/25/12	SHEPHERDSTOWN, WV	\$1,037	3
LUCKE, EDWARD WALLACE	SITE VISIT	4/22/12	WASHINGTON, DC	\$843	2
LUCKE, EDWARD WALLACE	SITE VISIT	4/18/12	WASHINGTON, DC	\$659	3
LUCKE, EDWARD WALLACE	SPEECH OR PRESENTATION	4/11/12	WASHINGTON, DC	\$1,097	3
LUCKE, EDWARD WALLACE	SITE VISIT	3/25/12	WASHINGTON, DC	\$1,531	4
LUCKE, EDWARD WALLACE	SITE VISIT	3/18/12	WASHINGTON, DC	\$2,477	6
LUCKE, EDWARD WALLACE	SITE VISIT	3/15/12	BOSTON, MA	\$332	1.5
LUCKE, EDWARD WALLACE	SITE VISIT	3/12/12	NASHUA, NH	\$774	3.5
LUCKE, EDWARD WALLACE	SITE VISIT	3/5/12	WASHINGTON, DC	\$786	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
LUCKE, EDWARD WALLACE	SITE VISIT	2/26/12	WASHINGTON, DC	\$1,099	4
LUCKE, EDWARD WALLACE	OTHER TRAVEL	2/21/12	PEACHTREE CITY, GA	\$1,236	4
LUCKE, EDWARD WALLACE	SITE VISIT	2/12/12	WASHINGTON, DC	\$1,051	3
LUCKE, EDWARD WALLACE	SITE VISIT	1/29/12	SACRAMENTO, CA	\$816	3
LUCKE, EDWARD WALLACE	SITE VISIT	1/24/12	MIAMI, FL	\$1,437	4
LUCKE, EDWARD WALLACE	SITE VISIT	1/18/12	WASHINGTON, DC	\$1,049	3
LUCKE, EDWARD WALLACE	OTHER TRAVEL	11/15/11	SAN FRANCISCO, CA	\$1,421	4
LUCKE, EDWARD WALLACE	TRAINING ATTENDANCE	11/7/11	PALM COAST, FL	\$897	4
LUCKE, EDWARD WALLACE	SITE VISIT	11/2/11	WASHINGTON, DC	\$688	3
LUCKE, EDWARD WALLACE	SITE VISIT	10/21/11	CHRISTCHURCH, NZL	\$1,053	3.5
LUCKE, EDWARD WALLACE	SITE VISIT	10/14/11	MCMURDO STATION ANTARCTICA, ANR	\$2,106	7
LUCKE, EDWARD WALLACE	SITE VISIT	10/10/11	CHRISTCHURCH, NZL	\$1,354	4.5
LUCKE, EDWARD WALLACE	SITE VISIT	10/2/11	WASHINGTON, DC	\$881	2
LYNCH, PETER JOSEPH	OTHER TRAVEL	9/12/12	BOULDER, CO	\$1,995	7
LYNCH, PETER JOSEPH	OTHER TRAVEL	6/5/12	OKLAHOMA CITY, OK	\$1,223	3
LYNCH, PETER JOSEPH	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$512	3
LYNCH, PETER JOSEPH	INFORMATION MEETING	2/22/12	LOUISVILLE, KY	\$1,024	3
MACPHERSON, REBECCA BYERS	INFORMATION MEETING	9/1/12	FORT WORTH, TX	\$755	4
MACPHERSON, REBECCA BYERS	INFORMATION MEETING	7/15/12	BOSTON, MA	\$885	3
MACPHERSON, REBECCA BYERS	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$1,705	4
MACPHERSON, REBECCA BYERS	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$399	3
MACPHERSON, REBECCA BYERS	CONFERENCE ATTENDANCE	3/18/12	NEW ORLEANS, LA	\$1,594	4
MACPHERSON, REBECCA BYERS	CONFERENCE ATTENDANCE	2/15/12	AUSTIN, TX	\$768	3
MALLORY, MAMIE K	INFORMATION MEETING	2/11/13	ATLANTA, GA	\$942	3
MALLORY, MAMIE K	SITE VISIT	10/9/12	CHICAGO, IL	\$1,091	3
MALLORY, MAMIE K	CONFERENCE ATTENDANCE	8/24/12	CHICAGO, IL	\$831	2
MALLORY, MAMIE K	CONFERENCE ATTENDANCE	6/25/12	SCHAUMBURG, IL	\$1,387	5
MALLORY, MAMIE K	CONFERENCE ATTENDANCE	6/10/12	SAINT LOUIS, MO	\$1,366	3
MALLORY, MAMIE K	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$175	2
MALLORY, MAMIE K	CONFERENCE ATTENDANCE	4/9/12	NEW ORLEANS, LA	\$1,273	3
MALLORY, MAMIE K	OTHER TRAVEL	3/5/12	OKLAHOMA CITY, OK	\$1,043	4
MALLORY, MAMIE K	OTHER TRAVEL	1/12/12	FORT WORTH, TX	\$872	2
MALLORY, MAMIE K	INFORMATION MEETING	10/24/11	DES PLAINES, IL	\$1,000	3
MALLORY, MAMIE K	TRAINING ATTENDANCE	10/13/11	FAIRFAX, VA	\$425	3
MANNO, CLAUDIO	OTHER TRAVEL	7/30/12	SHEPHERDSTOWN, WV	\$550	4
MANNO, CLAUDIO	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$387	3
MARCO, CARMEN NICHOLAS	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$187	2
MARCO, CARMEN NICHOLAS	INFORMATION MEETING	2/21/12	ATLANTA, GA	\$457	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	3/8/13	MANHATTAN, NY	\$744	2
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	2/27/13	SANTA ANA, CA	\$1,254	3
MAURICE, LOURDES QUINTANA	SPEECH OR PRESENTATION	11/5/12	BRASILIA, BRA	\$4,256	3
MAURICE, LOURDES QUINTANA	SPEECH OR PRESENTATION	10/22/12	MONTREAL, CAN	\$2,062	4
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	10/3/12	DAYTON, OH	\$757	6
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	9/21/12	BRISBANE, AUS	\$4,589	8
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	7/7/12	SAINT PETERSBURG, RUS	\$4,726	8
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	6/21/12	LONDON, GBR	\$1,176	1.5
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	6/19/12	BRUSSELS, BEL	\$1,568	2
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	6/19/12	PARIS, FRA	\$392	0.5
MAURICE, LOURDES QUINTANA	SPEECH OR PRESENTATION	6/11/12	TORONTO, CAN	\$1,743	3
MAURICE, LOURDES QUINTANA	SPEECH OR PRESENTATION	5/3/12	CHICAGO, IL	\$647	2
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$256	2
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	4/15/12	RIO DE JANEIRO, BRA	\$3,072	4
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	3/12/12	SANTO DOMINGO, DOM	\$1,510	4
MAURICE, LOURDES QUINTANA	INFORMATION MEETING	3/6/12	SEATTLE, WA	\$1,943	3
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	2/23/12	DAYTON, OH	\$1,699	4
MAURICE, LOURDES QUINTANA	CONFERENCE ATTENDANCE	2/15/12	PHOENIX, AZ	\$1,261	3
MAURICE, LOURDES QUINTANA	SPEECH OR PRESENTATION	10/17/11	MONTREAL, CAN	\$2,070	4
MCCARTHY, JODI S	SITE VISIT	2/26/13	SAN JUAN, PR	\$1,470	4
MCCARTHY, JODI S	SITE VISIT	1/29/13	SEATTLE, WA	\$1,454	3
MCCARTHY, JODI S	SITE VISIT	12/5/12	ATLANTA, GA	\$630	2
MCCARTHY, JODI S	OTHER TRAVEL	11/26/12	BALTIMORE, MD	\$864	4
MCCARTHY, JODI S	INFORMATION MEETING	10/4/12	NEW YORK, NY	\$621	2
MCCARTHY, JODI S	INFORMATION MEETING	9/24/12	ATLANTA, GA	\$787	2
MCCARTHY, JODI S	SITE VISIT	8/29/12	SAN JUAN, PR	\$1,525	3
MCCARTHY, JODI S	INFORMATION MEETING	7/30/12	BALTIMORE, MD	\$849	4
MCCARTHY, JODI S	INFORMATION MEETING	7/9/12	PALM COAST, FL	\$1,059	5
MCCARTHY, JODI S	INFORMATION MEETING	6/14/12	ATLANTA, GA	\$649	2
MCCARTHY, JODI S	INFORMATION MEETING	4/30/12	KANSAS CITY, MO	\$1,848	5
MCCARTHY, JODI S	INFORMATION MEETING	4/23/12	BALTIMORE, MD	\$663	3
MCCARTHY, JODI S	SITE VISIT	4/7/12	OKLAHOMA CITY, OK	\$1,010	5
MCCARTHY, JODI S	INFORMATION MEETING	2/21/12	PEACHTREE CITY, GA	\$1,007	4
MCCARTHY, JODI S	SPEECH OR PRESENTATION	11/30/11	PLAINVIEW, NY	\$584	2
MCCARTHY, JODI S	INFORMATION MEETING	11/28/11	WEST PALM BEACH, FL	\$756	2
MCCARTHY, JODI S	INFORMATION MEETING	10/10/11	NEW YORK, NY	\$1,229	4
MCCARTNEY, JOHN G.	SITE VISIT	3/1/13	MEMPHIS, TN	\$392	2
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$1,329	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/22/13	WASHINGTON, DC	\$745	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/11/13	NEW YORK, NY	\$1,220	2
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/4/13	WASHINGTON, DC	\$1,421	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	1/29/13	SAN JUAN, PR	\$1,864	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	12/10/12	LOS ANGELES, CA	\$1,609	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	12/3/12	NEW YORK, NY	\$205	0.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	12/3/12	WASHINGTON, DC	\$1,434	3.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/26/12	WASHINGTON, DC	\$954	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/9/12	JACKSONVILLE, NY	\$709	1.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/7/12	KANSAS CITY, MO	\$1,182	2.5
MCCARTNEY, JOHN G.	SITE VISIT	11/2/12	MIAMI, FL	\$1,024	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/25/12	BOSTON, MA	\$1,399	3.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/23/12	WASHINGTON, DC	\$999	2.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/17/12	DETROIT, MI	\$786	2.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/13/12	WASHINGTON, DC	\$1,257	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/12/12	JACKSONVILLE, NY	\$471	1.5
MCCARTNEY, JOHN G.	SITE VISIT	10/4/12	SAN JUAN, PR	\$1,872	2
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/1/12	WASHINGTON, DC	\$1,134	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	9/17/12	WASHINGTON, DC	\$1,441	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	9/11/12	MIAMI, FL	\$1,569	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	9/5/12	JACKSONVILLE, NY	\$812	1.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	9/4/12	GAINESVILLE, VA	\$812	1.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$997	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	8/6/12	WASHINGTON, DC	\$1,560	5
MCCARTNEY, JOHN G.	SITE VISIT	8/1/12	JACKSONVILLE, FL	\$830	2
MCCARTNEY, JOHN G.	INFORMATION MEETING	7/25/12	MEMPHIS, TN	\$395	1.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	7/20/12	NEW YORK, NY	\$1,317	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,185	4.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	6/27/12	INDIANAPOLIS, IN	\$905	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	6/21/12	MEMPHIS, TN	\$575	1
MCCARTNEY, JOHN G.	INFORMATION MEETING	6/11/12	JACKSONVILLE, NY	\$1,845	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	6/4/12	WASHINGTON, DC	\$1,746	5
MCCARTNEY, JOHN G.	SITE VISIT	5/31/12	MIAMI-DADE, FL	\$1,165	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	5/16/12	CHICAGO, IL	\$1,183	2.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	5/16/12	WASHINGTON, DC	\$237	0.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	5/14/12	SAN JUAN, PR	\$1,715	2
MCCARTNEY, JOHN G.	INFORMATION MEETING	5/8/12	ORLANDO, FL	\$457	1
MCCARTNEY, JOHN G.	CONFERENCE ATTENDANCE	5/1/12	MIAMI-DADE, FL	\$1,740	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$698	2.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	4/23/12	WASHINGTON, DC	\$698	2.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MCCARTNEY, JOHN G.	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,693	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	3/28/12	LAKELAND, FL	\$1,101	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	3/20/12	DENVER, CO	\$1,466	3
MCCARTNEY, JOHN G.	SITE VISIT	3/19/12	NEW YORK, NY	\$1,532	1
MCCARTNEY, JOHN G.	INFORMATION MEETING	3/14/12	MIAMI-DADE, FL	\$970	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/29/12	NEW YORK, NY	\$1,732	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/15/12	HOUSTON, TX	\$1,213	2
MCCARTNEY, JOHN G.	INFORMATION MEETING	2/6/12	WASHINGTON, DC	\$2,241	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	1/23/12	LOS ANGELES, CA	\$2,911	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	1/17/12	MIAMI-DADE, FL	\$1,600	4
MCCARTNEY, JOHN G.	SITE VISIT	1/8/12	SAN JUAN, PR	\$1,711	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	1/3/12	SAN DIEGO, CA	\$1,695	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/29/11	SAN FRANCISCO, CA	\$1,117	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/14/11	CHICAGO, IL	\$2,160	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/7/11	WASHINGTON, DC	\$1,424	4
MCCARTNEY, JOHN G.	INFORMATION MEETING	11/1/11	NEW YORK, NY	\$1,212	2.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/31/11	BOSTON, MA	\$727	1.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/24/11	WASHINGTON, DC	\$1,941	5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/20/11	JACKSONVILLE, NY	\$325	0.5
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/18/11	WASHINGTON, DC	\$1,627	2.5
MCCARTNEY, JOHN G.	SITE VISIT	10/10/11	SAN JUAN, PR	\$1,363	3
MCCARTNEY, JOHN G.	INFORMATION MEETING	10/3/11	WASHINGTON, DC	\$1,736	5
MCCLARDY, MARK A.	OTHER TRAVEL	3/6/13	SAN FRANCISCO, CA	\$265	1
MCCLARDY, MARK A.	OTHER TRAVEL	1/21/13	WASHINGTON, DC	\$3,290	12
MCCLARDY, MARK A.	INFORMATION MEETING	1/14/13	OAKLAND, CA	\$214	0.5
MCCLARDY, MARK A.	INFORMATION MEETING	1/14/13	SAN FRANCISCO, CA	\$214	0.5
MCCLARDY, MARK A.	INFORMATION MEETING	1/11/13	PHOENIX, AZ	\$349	1
MCCLARDY, MARK A.	INFORMATION MEETING	10/1/12	RENO, NV	\$845	3
MCCLARDY, MARK A.	SITE VISIT	9/26/12	HONOLULU, HI	\$1,134	3
MCCLARDY, MARK A.	INFORMATION MEETING	9/18/12	LAS VEGAS, NV	\$940	2
MCCLARDY, MARK A.	OTHER TRAVEL	9/12/12	NEW YORK, NY	\$724	2
MCCLARDY, MARK A.	INFORMATION MEETING	8/30/12	REDDING, CA	\$470	1
MCCLARDY, MARK A.	INFORMATION MEETING	7/25/12	SAN DIEGO, CA	\$596	2
MCCLARDY, MARK A.	INFORMATION MEETING	7/24/12	SEATTLE, WA	\$321	2
MCCLARDY, MARK A.	INFORMATION MEETING	7/19/12	SAN JOSE, CA	\$692	2
MCCLARDY, MARK A.	SITE VISIT	7/11/12	PHOENIX, AZ	\$445	1
MCCLARDY, MARK A.	SITE VISIT	6/27/12	SAN FRANCISCO, CA	\$107	0.5
MCCLARDY, MARK A.	SITE VISIT	6/26/12	STOCKTON, CA	\$214	1
MCCLARDY, MARK A.	SITE VISIT	6/25/12	SAN FRANCISCO, CA	\$321	1.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MCCLARDY, MARK A.	INFORMATION MEETING	6/11/12	WASHINGTON, DC	\$1,633	5
MCCLARDY, MARK A.	CONFERENCE ATTENDANCE	5/21/12	TUCSON, AZ	\$766	3
MCCLARDY, MARK A.	INFORMATION MEETING	5/13/12	SAN FRANCISCO, CA	\$847	3
MCCLARDY, MARK A.	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$1,259	3
MCCLARDY, MARK A.	OTHER TRAVEL	3/17/12	HONOLULU, HI	\$586	1.5
MCCLARDY, MARK A.	OTHER TRAVEL	3/8/12	GUAM, GU	\$3,518	9
MCCLARDY, MARK A.	OTHER TRAVEL	3/7/12	HONOLULU, HI	\$586	1.5
MCCLARDY, MARK A.	SITE VISIT	2/7/12	SEATTLE, WA	\$1,259	6
MCCLARDY, MARK A.	SITE VISIT	2/4/12	NEW YORK, NY	\$7,359	29
MCCLARDY, MARK A.	INFORMATION MEETING	1/23/12	SEATTLE, WA	\$693	2
MCCLARDY, MARK A.	OTHER TRAVEL	1/16/12	WASHINGTON, DC	\$897	3
MCCLARDY, MARK A.	SITE VISIT	1/11/12	SAN DIEGO, CA	\$276	2
MCCLARDY, MARK A.	INFORMATION MEETING	12/4/11	SEATTLE, WA	\$1,221	6
MCCLARDY, MARK A.	INFORMATION MEETING	12/2/11	LAS VEGAS, NV	\$267	1
MCCLARDY, MARK A.	INFORMATION MEETING	11/10/11	SAN FRANCISCO, CA	\$168	1
MCCLARDY, MARK A.	SITE VISIT	11/8/11	HONOLULU, HI	\$1,130	3
MCCLARDY, MARK A.	INFORMATION MEETING	11/6/11	SAN FRANCISCO, CA	\$417	2
MCCLARDY, MARK A.	CONFERENCE ATTENDANCE	11/4/11	NEWPORT BEACH, CA	\$85	1
MCCLARDY, MARK A.	CONFERENCE ATTENDANCE	10/31/11	CHICAGO, IL	\$810	2
MCCLARDY, MARK A.	CONFERENCE ATTENDANCE	10/18/11	SAN DIEGO, CA	\$740	3
MCCLARDY, MARK A.	INFORMATION MEETING	10/14/11	SAN JOSE, CA	\$331	1
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	1/31/13	BRIDGETON, MO	\$645	1
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	12/10/12	KANSAS CITY, MO	\$799	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	12/6/12	PHOENIX, AZ	\$975	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	12/3/12	HOUSTON, TX	\$818	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	11/29/12	COLLEGE PARK, GA	\$671	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	11/5/12	ORLANDO, FL	\$627	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	10/25/12	SCHAUMBURG, IL	\$767	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	10/22/12	BOSTON, MA	\$593	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	10/4/12	ATLANTIC CITY, NJ	\$80	1
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	9/17/12	PHILADELPHIA, PA	\$439	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	9/13/12	SCHAUMBURG, IL	\$810	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	8/30/12	SEATTLE, WA	\$1,635	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	6/25/12	SCHAUMBURG, IL	\$1,039	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	5/23/12	MANHATTAN, NY	\$820	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	5/21/12	LINTHICUM, MD	\$301	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	4/28/12	SHEPHERDSTOWN, WV	\$254	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	3/14/12	OKLAHOMA CITY, OK	\$951	2
MCCORMICK, MICHAEL JOSEPH	SITE VISIT	2/28/12	CHARLOTTE, NC	\$1,683	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	2/21/12	CHICAGO, IL	\$897	2
MCCORMICK, MICHAEL JOSEPH	INFORMATION MEETING	1/29/12	COLLEGE PARK, GA	\$616	2
MCCORMICK, MICHAEL JOSEPH	CONFERENCE ATTENDANCE	1/17/12	MIAMI, FL	\$1,002	3
MCCORMICK, RICHARD D	OTHER TRAVEL	8/27/12	OAKLAND, CA	\$1,084	3
MCCORMICK, RICHARD D	OTHER TRAVEL	8/22/12	BOSTON, MA	\$904	3
MCCORMICK, RICHARD D	OTHER TRAVEL	7/30/12	SAN DIEGO, CA	\$1,208	3
MCCORMICK, RICHARD D	TRAINING ATTENDANCE	6/15/12	PALM COAST, FL	\$146	0.5
MCCORMICK, RICHARD D	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$1,022	3.5
MCCORMICK, RICHARD D	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$535	4
MCCORMICK, RICHARD D	INFORMATION MEETING	11/28/11	OKLAHOMA CITY, OK	\$1,101	3
MCCORMICK, RICHARD D	OTHER TRAVEL	10/25/11	SEATTLE, WA	\$1,346	4
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	12/12/12	ATLANTIC CITY, NJ	\$15	1
MCCOY, JEFFREY EDWARD	OTHER TRAVEL	12/5/12	ATLANTIC CITY, NJ	\$708	3
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	11/14/12	ATLANTIC CITY, NJ	\$714	3
MCCOY, JEFFREY EDWARD	SPEECH OR PRESENTATION	10/16/12	ATLANTIC CITY, NJ	\$15	1
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	10/1/12	ATLANTIC CITY, NJ	\$493	2
MCCOY, JEFFREY EDWARD	SITE VISIT	9/18/12	MELBOURNE, FL	\$861	2.5
MCCOY, JEFFREY EDWARD	SITE VISIT	9/17/12	ATLANTA, GA	\$517	1.5
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	8/16/12	ATLANTIC CITY, NJ	\$15	1
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	7/23/12	CLEVELAND, OH	\$1,519	4
MCCOY, JEFFREY EDWARD	SPEECH OR PRESENTATION	6/25/12	SCHAUMBURG, IL	\$1,896	5
MCCOY, JEFFREY EDWARD	OTHER TRAVEL	6/11/12	MELBOURNE, FL	\$1,135	4
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	5/7/12	SAN DIEGO, CA	\$1,945	4
MCCOY, JEFFREY EDWARD	OTHER TRAVEL	4/26/12	MELBOURNE, FL	\$1,828	9
MCCOY, JEFFREY EDWARD	SITE VISIT	2/27/12	OKLAHOMA CITY, OK	\$1,279	4
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	2/21/12	PEACHTREE CITY, GA	\$773	3
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	2/6/12	ATLANTIC CITY, NJ	\$591	3
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	1/23/12	MIAMI, FL	\$1,583	5
MCCOY, JEFFREY EDWARD	INFORMATION MEETING	1/9/12	PEACHTREE CITY, GA	\$980	5
MCCOY, JEFFREY EDWARD	CONFERENCE ATTENDANCE	12/12/11	MELBOURNE, FL	\$1,475	5
MCCOY, JEFFREY EDWARD	SPEECH OR PRESENTATION	11/20/11	MELBOURNE, FL	\$1,130	3
MCCOY, JEFFREY EDWARD	SITE VISIT	11/7/11	MELBOURNE, FL	\$1,340	5
MCDOWELL, ALEXANDER M	TRAINING ATTENDANCE	6/12/12	PALM COAST, FL	\$665	4
MCDOWELL, ALEXANDER M	SITE VISIT	5/21/12	OKLAHOMA CITY, OK	\$1,241	4
MCDOWELL, ALEXANDER M	SITE VISIT	5/7/12	COLLEGE PARK, GA	\$1,604	5
MCDOWELL, ALEXANDER M	SITE VISIT	4/25/12	SHEPHERDSTOWN, WV	\$344	3
MCGRAW, JOHN W	INFORMATION MEETING	3/15/12	FORT WORTH, TX	\$906	2
MCGRAW, JOHN W	INFORMATION MEETING	3/5/12	MONTREAL, CAN	\$1,591	2
MCGRAW, JOHN W	INFORMATION MEETING	2/14/12	AUBURN, AL	\$1,268	2.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MCGRAW, JOHN W	INFORMATION MEETING	2/11/12	DALLAS, TX	\$1,775	3.5
MCGRAW, JOHN W	SPEECH OR PRESENTATION	2/11/12	RENO, NV	\$1,654	3
MCGRAW, JOHN W	CONFERENCE ATTENDANCE	1/23/12	SAN ANTONIO, TX	\$2,455	3
MCGRAW, JOHN W	SPEECH OR PRESENTATION	1/17/12	FORT WORTH, TX	\$632	1
MCGRAW, JOHN W	INFORMATION MEETING	11/15/11	FORT WORTH, TX	\$683	1
MCGRAW, JOHN W	INFORMATION MEETING	11/7/11	FORT WORTH, TX	\$1,107	3
MCGRAW, JOHN W	INFORMATION MEETING	10/26/11	AUBURN, AL	\$1,800	3.5
MCGRAW, JOHN W	INFORMATION MEETING	10/25/11	HUNTSVILLE, AL	\$772	1.5
MCGRAW, JOHN W	INFORMATION MEETING	10/10/11	LAS VEGAS, NV	\$2,120	4
MCNALL, PATRICIA ANN	SPEECH OR PRESENTATION	9/17/12	ATLANTIC CITY, NJ	\$394	2
MCNALL, PATRICIA ANN	SITE VISIT	5/21/12	HAWTHORNE, CA	\$801	4.5
MCNALL, PATRICIA ANN	SITE VISIT	5/20/12	RENTON, WA	\$267	1.5
MCNALL, PATRICIA ANN	SITE VISIT	5/8/12	CHICAGO, IL	\$825	2.5
MCNALL, PATRICIA ANN	SITE VISIT	5/6/12	FORT WORTH, TX	\$825	2.5
MCNALL, PATRICIA ANN	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$506	4
MCNALL, PATRICIA ANN	SITE VISIT	4/16/12	BOSTON, MA	\$509	1.5
MCNALL, PATRICIA ANN	SITE VISIT	4/15/12	ATLANTA, GA	\$509	1.5
MCNALL, PATRICIA ANN	SPEECH OR PRESENTATION	3/28/12	PALM COAST, FL	\$565	2
MCNALL, PATRICIA ANN	OTHER TRAVEL	3/13/12	JACKSONVILLE, NY	\$410	2
MCNALL, PATRICIA ANN	OTHER TRAVEL	12/7/11	NEW YORK, NY	\$833	2
MCNALL, PATRICIA ANN	OTHER TRAVEL	10/25/11	CHICAGO, IL	\$340	1
MELLODY, JEROME M	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$254	2
MERKLE, MICHELE MARIE	INFORMATION MEETING	11/13/12	ATLANTIC CITY, NJ	\$614	3
MERKLE, MICHELE MARIE	SPEECH OR PRESENTATION	10/17/12	WILLIAMSBURG, VA	\$340	2
MERKLE, MICHELE MARIE	SPEECH OR PRESENTATION	10/9/12	ATLANTIC CITY, NJ	\$241	2
MERKLE, MICHELE MARIE	SPEECH OR PRESENTATION	8/15/12	HARTFORD, CT	\$1,236	1
MERKLE, MICHELE MARIE	INFORMATION MEETING	7/22/12	ATLANTIC CITY, NJ	\$791	4
MERKLE, MICHELE MARIE	INFORMATION MEETING	7/17/12	ATLANTIC CITY, NJ	\$39	1
MERKLE, MICHELE MARIE	SPEECH OR PRESENTATION	7/2/12	FORT LAUDERDALE, FL	\$982	4
MERKLE, MICHELE MARIE	INFORMATION MEETING	6/18/12	ATLANTIC CITY, NJ	\$138	2
MERKLE, MICHELE MARIE	INFORMATION MEETING	5/8/12	ATLANTIC CITY, NJ	\$437	3
MERKLE, MICHELE MARIE	CONFERENCE ATTENDANCE	3/27/12	ATLANTIC CITY, NJ	\$248	2
MERKLE, MICHELE MARIE	INFORMATION MEETING	12/15/11	ATLANTIC CITY, NJ	\$612	3
MERKLE, MICHELE MARIE	OTHER TRAVEL	10/26/11	ATLANTIC CITY, NJ	\$247	2
MERKLE, PETER JAY	INFORMATION MEETING	5/20/12	ATLANTA, GA	\$143	0.5
MERKLE, PETER JAY	INFORMATION MEETING	5/20/12	DAYTONA BEACH, FL	\$1,286	4.5
MERKLE, PETER JAY	INFORMATION MEETING	3/6/12	ATLANTIC CITY, NJ	\$183	1
MERKLE, PETER JAY	OTHER TRAVEL	12/4/11	TOKYO CITY, JPN	\$5,209	6
METTS, CHRISTOPHER S	INFORMATION MEETING	12/3/12	MIAMI, FL	\$1,155	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
METTS, CHRISTOPHER S	INFORMATION MEETING	10/15/12	ATLANTIC CITY, NJ	\$230	2
METTS, CHRISTOPHER S	INFORMATION MEETING	9/17/12	RIO DE JANEIRO, BRA	\$2,228	4
METTS, CHRISTOPHER S	INFORMATION MEETING	6/26/12	SCHAUMBURG, IL	\$671	2
METTS, CHRISTOPHER S	INFORMATION MEETING	6/13/12	MELBOURNE, FL	\$1,209	3.5
METTS, CHRISTOPHER S	INFORMATION MEETING	6/11/12	SALT LAKE CITY, UT	\$863	2.5
METTS, CHRISTOPHER S	INFORMATION MEETING	6/4/12	ATLANTIC CITY, NJ	\$19	1
METTS, CHRISTOPHER S	INFORMATION MEETING	5/21/12	MEXICO CITY, MEX	\$1,777	4
METTS, CHRISTOPHER S	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$331	2
METTS, CHRISTOPHER S	INFORMATION MEETING	4/10/12	CHICAGO, IL	\$296	1
METTS, CHRISTOPHER S	INFORMATION MEETING	3/20/12	DENVER, CO	\$165	4
METTS, CHRISTOPHER S	INFORMATION MEETING	2/24/12	PHILADELPHIA, PA	\$325	1.5
METTS, CHRISTOPHER S	INFORMATION MEETING	2/23/12	ATLANTIC CITY, NJ	\$325	1.5
METTS, CHRISTOPHER S	INFORMATION MEETING	1/25/12	SEATTLE, WA	\$1,899	2.5
METTS, CHRISTOPHER S	INFORMATION MEETING	1/24/12	ANCHORAGE, AK	\$1,139	1.5
METTS, CHRISTOPHER S	OTHER TRAVEL	12/29/11	MINNEAPOLIS, MN	\$878	2
METTS, CHRISTOPHER S	INFORMATION MEETING	12/13/11	ATLANTIC CITY, NJ	\$27	1
METTS, CHRISTOPHER S	INFORMATION MEETING	11/30/11	SEATTLE, WA	\$2,181	3
METTS, CHRISTOPHER S	INFORMATION MEETING	11/17/11	CHICAGO, IL	\$516	0.5
METTS, CHRISTOPHER S	INFORMATION MEETING	11/14/11	SAN FRANCISCO, CA	\$3,611	3.5
METTS, CHRISTOPHER S	INFORMATION MEETING	11/6/11	CANCUN, MEX	\$1,806	4
METTS, CHRISTOPHER S	OTHER TRAVEL	10/21/11	LONG ISLAND, NY	\$996	1
MILLER, SHIRLEY S	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$254	2
MILLER, SHIRLEY S	SITE VISIT	12/5/11	LONDON, GBR	\$3,178	4
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$1,424	4
MINIACE, JOSEPH NAPOLEON	SPEECH OR PRESENTATION	1/23/13	KEARNEY, NE	\$306	3
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	1/17/13	OKLAHOMA CITY, OK	\$711	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	12/5/12	WASHINGTON, DC	\$1,162	3
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	11/12/12	WASHINGTON, DC	\$1,607	4
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	10/28/12	WASHINGTON, DC	\$2,097	6
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	10/22/12	WASHINGTON, DC	\$2,068	5
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$2,294	4
MINIACE, JOSEPH NAPOLEON	CONFERENCE ATTENDANCE	10/8/12	WICHITA, KS	\$538	2
MINIACE, JOSEPH NAPOLEON	CONFERENCE ATTENDANCE	9/9/12	SALT LAKE CITY, UT	\$1,271	3
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	8/28/12	WASHINGTON, DC	\$907	3
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	8/14/12	CHICAGO, IL	\$641	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	7/23/12	OKLAHOMA CITY, OK	\$689	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	6/26/12	SAINT LOUIS, MO	\$383	1
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	6/13/12	SAINT LOUIS, MO	\$526	2
MINIACE, JOSEPH NAPOLEON	SPEECH OR PRESENTATION	6/10/12	SAINT LOUIS, MO	\$636	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	5/31/12	CHICAGO, IL	\$644	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	5/23/12	CEDAR RAPIDS, IA	\$182	2
MINIACE, JOSEPH NAPOLEON	OTHER TRAVEL	5/5/12	SAINT JOSEPH, MO	\$98	1
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	5/2/12	OMAHA, NE	\$259	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,488	4
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,609	4
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	3/8/12	FORT WORTH, TX	\$852	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	1/25/12	KEARNEY, NE	\$625	2.5
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	1/24/12	CHICAGO, IL	\$375	1.5
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	1/20/12	SAINT LOUIS, MO	\$217	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	11/29/11	WASHINGTON, DC	\$721	2
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	10/24/11	CHICAGO, IL	\$1,174	4
MINIACE, JOSEPH NAPOLEON	INFORMATION MEETING	10/18/11	FORT WORTH, TX	\$749	1
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	2/5/13	SALT LAKE CITY, UT	\$1,632	4
MOHLER, GISELE MUELLER	SITE VISIT	12/11/12	SALT LAKE CITY, UT	\$1,290	3
MOHLER, GISELE MUELLER	OTHER TRAVEL	11/13/12	ATLANTIC CITY, NJ	\$617	3
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	7/23/12	FOND DU LAC, WI	\$4,348	6
MOHLER, GISELE MUELLER	INFORMATION MEETING	8/18/12	ATLANTIC CITY, NJ	\$437	2
MOHLER, GISELE MUELLER	CONFERENCE ATTENDANCE	5/23/12	SEATTLE, WA	\$1,184	3
MOHLER, GISELE MUELLER	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$272	2
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	4/13/12	MANCHESTER, NH	\$569	2
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	3/27/12	LAKELAND, FL	\$1,027	3
MOHLER, GISELE MUELLER	TRAINING ATTENDANCE	3/6/12	ATLANTIC CITY, NJ	\$99	1
MOHLER, GISELE MUELLER	CONFERENCE ATTENDANCE	2/2/12	DAYTONA BEACH, FL	\$299	2
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	1/25/12	SPOKANE, WA	\$849	1.5
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	1/24/12	RENTON, WA	\$849	1.5
MOHLER, GISELE MUELLER	SPEECH OR PRESENTATION	10/10/11	LAS VEGAS, NV	\$1,280	3
MOSELEY, KIMBERLY D	TRAINING ATTENDANCE	10/10/12	PALM COAST, FL	\$606	2
MOSELEY, KIMBERLY D	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$553	4
MOSELEY, KIMBERLY D	INFORMATION MEETING	4/3/12	OKLAHOMA CITY, OK	\$817	3
MOSELEY, KIMBERLY D	INFORMATION MEETING	3/13/12	JACKSONVILLE, NY	\$654	2
MOSELEY, KIMBERLY D	INFORMATION MEETING	2/12/12	PALM COAST, FL	\$1,101	6
MOSELEY, KIMBERLY D	INFORMATION MEETING	12/5/11	KANSAS CITY, MO	\$1,535	5
MOSELEY, KIMBERLY D	SPEECH OR PRESENTATION	11/8/11	PALM COAST, FL	\$615	2
MOSELEY, KIMBERLY D	SITE VISIT	11/2/11	TUKWILA, WA	\$520	2.5
MOSELEY, KIMBERLY D	SITE VISIT	10/31/11	ANCHORAGE, AK	\$520	2.5
MURPHY, DOUGLAS R	INFORMATION MEETING	3/5/13	FORT LAUDERDALE, FL	\$703	2
MURPHY, DOUGLAS R	INFORMATION MEETING	2/25/13	WASHINGTON, DC	\$1,628	5
MURPHY, DOUGLAS R	INFORMATION MEETING	2/11/13	WASHINGTON, DC	\$731	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
MURPHY, DOUGLAS R	SPEECH OR PRESENTATION	2/6/13	NEW ORLEANS, LA	\$633	2
MURPHY, DOUGLAS R	INFORMATION MEETING	11/12/12	WASHINGTON, DC	\$1,558	4
MURPHY, DOUGLAS R	SPEECH OR PRESENTATION	11/6/12	FORT LAUDERDALE, FL	\$1,043	3
MURPHY, DOUGLAS R	SPEECH OR PRESENTATION	10/24/12	PINE MOUNTAIN, GA	\$76	1
MURPHY, DOUGLAS R	INFORMATION MEETING	10/14/12	WASHINGTON, DC	\$2,214	6
MURPHY, DOUGLAS R	INFORMATION MEETING	10/9/12	COLUMBUS, MS	\$823	2
MURPHY, DOUGLAS R	CONFERENCE ATTENDANCE	9/28/12	GREENVILLE, SC	\$685	2
MURPHY, DOUGLAS R	SPEECH OR PRESENTATION	9/14/12	ALEXANDER CITY, AL	\$149	1
MURPHY, DOUGLAS R	CONFERENCE ATTENDANCE	9/9/12	SALT LAKE CITY, UT	\$1,408	4
MURPHY, DOUGLAS R	SPEECH OR PRESENTATION	9/5/12	LOUISVILLE, KY	\$522	2
MURPHY, DOUGLAS R	INFORMATION MEETING	8/29/12	WASHINGTON, DC	\$574	2.5
MURPHY, DOUGLAS R	INFORMATION MEETING	8/25/12	FORT WORTH, TX	\$1,034	4.5
MURPHY, DOUGLAS R	INFORMATION MEETING	8/16/12	CHARLOTTE, NC	\$198	1
MURPHY, DOUGLAS R	INFORMATION MEETING	8/6/12	FORT LAUDERDALE, FL	\$845	3
MURPHY, DOUGLAS R	INFORMATION MEETING	7/10/12	OKLAHOMA CITY, OK	\$1,264	3
MURPHY, DOUGLAS R	INFORMATION MEETING	6/21/12	LAKE LAND, FL	\$594	2
MURPHY, DOUGLAS R	INFORMATION MEETING	6/6/12	WASHINGTON, DC	\$1,122	3
MURPHY, DOUGLAS R	INFORMATION MEETING	5/16/12	DANIA BEACH, FL	\$568	2
MURPHY, DOUGLAS R	INFORMATION MEETING	5/11/12	MEMPHIS, TN	\$439	1
MURPHY, DOUGLAS R	CONFERENCE ATTENDANCE	5/9/12	BILOXI, MS	\$951	2
MURPHY, DOUGLAS R	INFORMATION MEETING	5/3/12	MIAMI, FL	\$609	2
MURPHY, DOUGLAS R	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$972	4
MURPHY, DOUGLAS R	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,852	5
MURPHY, DOUGLAS R	INFORMATION MEETING	4/3/12	SEATTLE, WA	\$1,388	3
MURPHY, DOUGLAS R	CONFERENCE ATTENDANCE	3/27/12	LAKE LAND, FL	\$2,060	6
MURPHY, DOUGLAS R	INFORMATION MEETING	3/21/12	WASHINGTON, DC	\$1,094	3
MURPHY, DOUGLAS R	INFORMATION MEETING	2/29/12	WEST PALM BEACH, FL	\$525	2
MURPHY, DOUGLAS R	INFORMATION MEETING	2/12/12	PALM COAST, FL	\$1,360	6
MURPHY, DOUGLAS R	INFORMATION MEETING	1/22/12	LAUDERDALE LAKES, FL	\$692	2
MURPHY, DOUGLAS R	OTHER TRAVEL	1/17/12	LAUDERDALE LAKES, FL	\$620	2
MURPHY, DOUGLAS R	INFORMATION MEETING	1/11/12	WASHINGTON, DC	\$1,625	3
MURPHY, DOUGLAS R	INFORMATION MEETING	10/31/11	BOSTON, MA	\$1,230	3
MURPHY, DOUGLAS R	INFORMATION MEETING	10/24/11	CHICAGO, IL	\$652	2
MURPHY, DOUGLAS R	INFORMATION MEETING	10/5/11	FORT LAUDERDALE, FL	\$673	2
NEPHEW, KENNETH R	OTHER TRAVEL	3/1/12	OKLAHOMA CITY, OK	\$314	2
NEPHEW, KENNETH R	OTHER TRAVEL	2/6/12	WASHINGTON, DC	\$1,724	5
NEPHEW, KENNETH R	OTHER TRAVEL	12/5/11	KANSAS CITY, MO	\$1,336	5
NEPHEW, KENNETH R	SITE VISIT	11/28/11	COLLEGE PARK, GA	\$497	2
NEPHEW, KENNETH R	CONFERENCE ATTENDANCE	11/13/11	WASHINGTON, DC	\$1,743	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
NEPHEW, KENNETH R	OTHER TRAVEL	10/23/11	WASHINGTON, DC	\$2,243	5
NIELD, GEORGE COOKE	SITE VISIT	2/28/13	CAPE CANAVERAL, FL	\$710	2
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	1/31/13	MODESTO, CA	\$1,141	3
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	11/10/12	BUFFALO, NY	\$1,332	1
NIELD, GEORGE COOKE	CONFERENCE ATTENDANCE	9/30/12	NAPLES, ITA	\$2,379	3.5
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	8/13/12	CHATTANOOGA, TN	\$1,752	2
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	7/25/12	SANTA CLARA, CA	\$992	3
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	7/15/12	SAN DIEGO, CA	\$1,664	2
NIELD, GEORGE COOKE	SITE VISIT	5/18/12	ORLANDO, FL	\$686	2
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	5/15/12	CLEVELAND, OH	\$1,178	1
NIELD, GEORGE COOKE	INFORMATION MEETING	4/28/12	CAMBRIDGE, MA	\$1,136	1.5
NIELD, GEORGE COOKE	INFORMATION MEETING	4/27/12	HOUSTON, TX	\$757	1
NIELD, GEORGE COOKE	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$1,136	1.5
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	4/16/12	DENVER, CO	\$2,884	5
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	3/25/12	JACKSONVILLE, FL	\$983	2
NIELD, GEORGE COOKE	CONFERENCE ATTENDANCE	3/16/12	PHILADELPHIA, PA	\$259	1
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	2/28/12	SAN FRANCISCO, CA	\$1,312	2
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	1/17/12	PALMDALE, CA	\$1,431	3
NIELD, GEORGE COOKE	INFORMATION MEETING	12/8/11	STEVENSVILLE, MD	\$289	2
NIELD, GEORGE COOKE	INFORMATION MEETING	11/28/11	ORLANDO, FL	\$894	3
NIELD, GEORGE COOKE	INFORMATION MEETING	11/14/11	OMAHA, NE	\$669	1
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	10/31/11	BOULDER, CO	\$1,489	2
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	10/27/11	BOULDER, CO	\$1,505	2
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	10/24/11	HUNTSVILLE, AL	\$1,667	4
NIELD, GEORGE COOKE	SPEECH OR PRESENTATION	10/16/11	LAS CRUCES, NM	\$1,540	5
O'DONNELL, MICHAEL J	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$1,085	3
O'DONNELL, MICHAEL J	SPEECH OR PRESENTATION	10/7/12	MUNICH, FRG	\$3,749	7
O'DONNELL, MICHAEL J	CONFERENCE ATTENDANCE	8/15/12	MEMPHIS, TN	\$1,243	2
O'DONNELL, MICHAEL J	OTHER TRAVEL	7/1/12	JACKSONVILLE, NY	\$1,607	6
O'DONNELL, MICHAEL J	INFORMATION MEETING	5/30/12	CHICAGO, IL	\$639	1
O'DONNELL, MICHAEL J	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$217	3
O'DONNELL, MICHAEL J	SPEECH OR PRESENTATION	3/22/12	DALLAS, TX	\$1,340	1
O'DONNELL, MICHAEL J	INFORMATION MEETING	3/6/12	BOSTON, MA	\$287	1
O'DONNELL, MICHAEL J	CONFERENCE ATTENDANCE	2/6/12	DENVER, CO	\$1,445	2
O'DONNELL, MICHAEL J	SPEECH OR PRESENTATION	1/16/12	MIAMI, FL	\$1,636	7
O'DONNELL, MICHAEL J	SPEECH OR PRESENTATION	1/13/12	HARTFORD, CT	\$963	1
O'DONNELL, MICHAEL J	INFORMATION MEETING	12/5/11	RENTON, WA	\$1,961	5
O'DONNELL, MICHAEL J	SPEECH OR PRESENTATION	11/14/11	PALM COAST, FL	\$1,251	7
O'DONNELL, MICHAEL J	SPEECH OR PRESENTATION	10/17/11	WHITE PLAINS, NY	\$1,070	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
OETTINGER, JULIE E	INFORMATION MEETING	3/24/13	MONTREAL, CAN	\$1,937	4
OETTINGER, JULIE E	INFORMATION MEETING	3/7/13	MONTREAL, CAN	\$1,314	2
OETTINGER, JULIE E	INFORMATION MEETING	2/18/13	BERLIN, FRG	\$996	2.5
OETTINGER, JULIE E	INFORMATION MEETING	2/12/13	BRUSSELS, BEL	\$1,394	3.5
OETTINGER, JULIE E	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,020	2
OETTINGER, JULIE E	INFORMATION MEETING	1/29/13	MONTREAL, CAN	\$1,686	4
OETTINGER, JULIE E	INFORMATION MEETING	12/11/12	MONTREAL, CAN	\$2,177	3
OETTINGER, JULIE E	INFORMATION MEETING	11/18/12	MONTREAL, CAN	\$1,681	3
OETTINGER, JULIE E	CONFERENCE ATTENDANCE	11/8/12	ISTANBUL, TUR	\$473	3
OETTINGER, JULIE E	INFORMATION MEETING	11/5/12	MONTREAL, CAN	\$1,498	1
OETTINGER, JULIE E	SPEECH OR PRESENTATION	10/24/12	NEW ORLEANS, LA	\$1,620	4
OETTINGER, JULIE E	SPEECH OR PRESENTATION	10/15/12	TOKYO CITY, JPN	\$959	5
OETTINGER, JULIE E	INFORMATION MEETING	10/3/12	DAYTON, OH	\$1,576	1.5
OETTINGER, JULIE E	INFORMATION MEETING	10/3/12	MONTREAL, CAN	\$525	0.5
OETTINGER, JULIE E	SPEECH OR PRESENTATION	6/26/12	BRUSSELS, BEL	\$1,987	8.5
OETTINGER, JULIE E	SPEECH OR PRESENTATION	6/24/12	PARIS, FRA	\$584	2.5
OETTINGER, JULIE E	INFORMATION MEETING	5/29/12	ROME, ITA	\$3,430	3
OETTINGER, JULIE E	SPEECH OR PRESENTATION	5/22/12	BEIJING, CHN	\$3,737	4
OETTINGER, JULIE E	INFORMATION MEETING	5/9/12	MEMPHIS, TN	\$240	2
OETTINGER, JULIE E	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$266	2
OETTINGER, JULIE E	SPEECH OR PRESENTATION	3/21/12	GENEVA, SUI	\$2,540	3
OETTINGER, JULIE E	INFORMATION MEETING	2/19/12	MOSCOW, RUS	\$4,598	5
OETTINGER, JULIE E	SPEECH OR PRESENTATION	2/16/12	TOKYO CITY, JPN	\$2,235	2.5
OETTINGER, JULIE E	SPEECH OR PRESENTATION	2/10/12	SINGAPORE, SIN	\$5,812	6.5
OETTINGER, JULIE E	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$259	2
OETTINGER, JULIE E	CONFERENCE ATTENDANCE	11/14/11	NEW DELHI, IND	\$4,700	6
OETTINGER, JULIE E	CONFERENCE ATTENDANCE	10/26/11	AMSTERDAM, HOL	\$2,107	5
OETTINGER, JULIE E	TRAINING ATTENDANCE	10/21/11	SHEPHERDSTOWN, WV	\$291	2
O'HARRA, MICHAEL CARLTON	CONFERENCE ATTENDANCE	3/11/13	CAMBRIDGE, MA	\$1,727	4
O'HARRA, MICHAEL CARLTON	SITE VISIT	2/26/13	HOUSTON, TX	\$617	2
O'HARRA, MICHAEL CARLTON	SITE VISIT	12/18/12	HOUSTON HEIGHTS, TX	\$417	1
O'HARRA, MICHAEL CARLTON	OTHER TRAVEL	10/21/12	WASHINGTON, DC	\$1,119	2
O'HARRA, MICHAEL CARLTON	CONFERENCE ATTENDANCE	10/15/12	WASHINGTON, DC	\$1,796	4
O'HARRA, MICHAEL CARLTON	TRAINING ATTENDANCE	9/23/12	PHILADELPHIA, PA	\$552	4
O'HARRA, MICHAEL CARLTON	INFORMATION MEETING	8/14/12	CHICAGO, IL	\$777	2
O'HARRA, MICHAEL CARLTON	INFORMATION MEETING	7/9/12	BATON ROUGE, LA	\$908	2
O'HARRA, MICHAEL CARLTON	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,178	4
O'HARRA, MICHAEL CARLTON	CONFERENCE ATTENDANCE	3/25/12	ORLANDO, FL	\$1,278	5
O'HARRA, MICHAEL CARLTON	INFORMATION MEETING	1/8/12	HOUSTON, TX	\$720	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
O'HARRA, MICHAEL CARLTON	CONFERENCE ATTENDANCE	10/24/11	CHICAGO, IL	\$1,479	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	3/11/13	KANSAS CITY, MO	\$1,248	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	2/26/13	WASHINGTON, DC	\$1,497	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	2/20/13	ARLINGTON, VA	\$1,319	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	2/4/13	ARLINGTON, VA	\$1,757	5
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/10/13	PORTLAND, OR	\$572	1.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/8/13	WASHINGTON, DC	\$953	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	12/10/12	MANHATTAN BEACH, CA	\$1,402	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	12/3/12	ARLINGTON, VA	\$1,558	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	11/7/12	KANSAS CITY, MO	\$815	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	11/5/12	SAN DIEGO, CA	\$750	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/24/12	ARLINGTON, VA	\$685	1.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/23/12	ANNE ARUNDEL, MD	\$457	1
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/22/12	LAS VEGAS, NV	\$685	1.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/17/12	DETROIT, MI	\$1,052	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/15/12	ARLINGTON, VA	\$1,052	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/9/12	MANHATTAN BEACH, CA	\$670	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/1/12	ARLINGTON, VA	\$2,436	5
OSTERDAHL, STEVEN M	TRAINING ATTENDANCE	9/23/12	VIENNA, VA	\$2,563	6
OSTERDAHL, STEVEN M	OTHER TRAVEL	9/11/12	OAKLAND, CA	\$1,268	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	8/27/12	ARLINGTON, VA	\$1,397	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	8/23/12	SAN FRANCISCO, CA	\$271	1
OSTERDAHL, STEVEN M	OTHER TRAVEL	8/13/12	LOS ANGELES, CA	\$809	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	8/6/12	ARLINGTON, VA	\$1,985	5
OSTERDAHL, STEVEN M	OTHER TRAVEL	7/25/12	MEMPHIS, TN	\$1,908	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	7/16/12	ARLINGTON, VA	\$1,548	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	7/2/12	SALT LAKE CITY, UT	\$621	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	6/26/12	INDIANAPOLIS, IN	\$1,622	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	6/4/12	ARLINGTON, VA	\$3,048	5
OSTERDAHL, STEVEN M	OTHER TRAVEL	5/7/12	ORLANDO, FL	\$2,056	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	5/4/12	AIRWAY HEIGHTS, WA	\$183	0.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	4/29/12	KANSAS CITY, MO	\$2,015	5.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$1,172	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	4/23/12	ARLINGTON, VA	\$1,172	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	4/18/12	FREMONT, CA	\$941	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	4/9/12	ARLINGTON, VA	\$2,050	5
OSTERDAHL, STEVEN M	OTHER TRAVEL	4/2/12	ARLINGTON, VA	\$1,378	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	3/22/12	ARLINGTON, VA	\$1,940	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	3/20/12	DENVER, CO	\$1,940	2.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
OSTERDAHL, STEVEN M	OTHER TRAVEL	3/19/12	OAKLAND, CA	\$406	1
OSTERDAHL, STEVEN M	OTHER TRAVEL	2/29/12	ARLINGTON, VA	\$1,146	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	2/14/12	HOUSTON, TX	\$1,214	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/31/12	HAWTHORNE, CA	\$949	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/27/12	PALMDALE, CA	\$456	1.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/23/12	LOS ANGELES, CA	\$1,368	4.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/17/12	MIAMI, FL	\$1,355	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	1/3/12	SAN DIEGO, CA	\$1,730	4
OSTERDAHL, STEVEN M	OTHER TRAVEL	12/12/11	ALEXANDRIA, VA	\$1,862	5
OSTERDAHL, STEVEN M	OTHER TRAVEL	12/6/11	OKLAHOMA CITY, OK	\$1,086	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	11/29/11	SAN FRANCISCO, CA	\$1,601	3.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	11/27/11	LOS ANGELES, CA	\$1,143	2.5
OSTERDAHL, STEVEN M	OTHER TRAVEL	11/14/11	SCHAUMBURG, IL	\$2,207	5
OSTERDAHL, STEVEN M	OTHER TRAVEL	11/2/11	MANHATTAN BEACH, CA	\$625	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/24/11	VIENNA, VA	\$2,271	5
OSTERDAHL, STEVEN M	SITE VISIT	10/20/11	FREMONT, CA	\$431	1
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/18/11	SALT LAKE CITY, UT	\$861	2
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/11/11	ANCHORAGE, AK	\$1,455	3
OSTERDAHL, STEVEN M	OTHER TRAVEL	10/3/11	ALEXANDRIA, VA	\$1,928	5
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	2/4/13	MEXICO CITY, MEX	\$2,191	5
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	10/9/12	FORT WORTH, TX	\$1,529	4
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	7/16/12	BOSTON, MA	\$453	1
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	5/30/12	BOSTON, MA	\$343	1
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$604	4
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	4/11/12	KANSAS CITY, MO	\$984	3
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	4/2/12	OKLAHOMA CITY, OK	\$1,287	4
PASKIEWICZ, FRANK PAUL	CONFERENCE ATTENDANCE	3/5/12	FORT WALTON BEACH, FL	\$1,282	3
PASKIEWICZ, FRANK PAUL	INFORMATION MEETING	1/9/12	CHICAGO, IL	\$790	3
PAUSCH, PATRICIA ALICE	SITE VISIT	3/3/13	LAWNDALE, CA	\$1,168	5
PAUSCH, PATRICIA ALICE	SITE VISIT	2/26/13	LAWNDALE, CA	\$704	3
PAUSCH, PATRICIA ALICE	SITE VISIT	1/21/13	LAWNDALE, CA	\$1,224	5
PAUSCH, PATRICIA ALICE	SITE VISIT	1/16/13	LAWNDALE, CA	\$765	3
PAUSCH, PATRICIA ALICE	INFORMATION MEETING	1/15/13	LA CONNER, WA	\$150	2
PAUSCH, PATRICIA ALICE	SITE VISIT	1/8/13	ANCHORAGE, AK	\$1,609	4
PAUSCH, PATRICIA ALICE	SITE VISIT	9/19/12	LAWNDALE, CA	\$770	3
PAUSCH, PATRICIA ALICE	SITE VISIT	9/11/12	WASHINGTON, DC	\$1,963	4
PAUSCH, PATRICIA ALICE	SITE VISIT	8/28/12	PHOENIX, AZ	\$576	1
PAUSCH, PATRICIA ALICE	SITE VISIT	8/21/12	LAWNDALE, CA	\$771	3
PAUSCH, PATRICIA ALICE	SITE VISIT	8/14/12	BURLINGAME, CA	\$508	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
PAUSCH, PATRICIA ALICE	INFORMATION MEETING	7/30/12	SHEPHERDSTOWN, WV	\$1,090	5
PAUSCH, PATRICIA ALICE	SITE VISIT	7/10/12	LOS ANGELES, CA	\$1,027	4
PAUSCH, PATRICIA ALICE	SITE VISIT	6/12/12	HAWTHORNE, CA	\$934	4
PAUSCH, PATRICIA ALICE	SITE VISIT	5/9/12	HAWTHORNE, CA	\$762	3
PAUSCH, PATRICIA ALICE	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$950	3
PAUSCH, PATRICIA ALICE	CONFERENCE ATTENDANCE	3/28/12	COEUR D' ALENE, ID	\$422	3
PAUSCH, PATRICIA ALICE	TRAINING ATTENDANCE	3/12/12	WARRENTON, VA	\$1,145	4
PAUSCH, PATRICIA ALICE	SITE VISIT	2/28/12	HAWTHORNE, CA	\$795	3
PAUSCH, PATRICIA ALICE	INFORMATION MEETING	1/17/12	LA CONNER, WA	\$339	3
PAUSCH, PATRICIA ALICE	SITE VISIT	12/11/11	HAWTHORNE, CA	\$736	3
PAUSCH, PATRICIA ALICE	SITE VISIT	11/29/11	ANCHORAGE, AK	\$1,004	2
PLANTY, JEFFREY S	CONFERENCE ATTENDANCE	3/25/13	SACRAMENTO, CA	\$2,297	5
PLANTY, JEFFREY S	SITE VISIT	3/19/13	FORT WORTH, TX	\$347	2
PLANTY, JEFFREY S	INFORMATION MEETING	3/11/13	WASHINGTON, DC	\$1,787	5
PLANTY, JEFFREY S	INFORMATION MEETING	2/6/13	PEACHTREE CITY, GA	\$897	4
PLANTY, JEFFREY S	OTHER TRAVEL	2/4/13	OKLAHOMA CITY, OK	\$793	2
PLANTY, JEFFREY S	SITE VISIT	12/13/12	NASHVILLE, TN	\$417	1.5
PLANTY, JEFFREY S	SITE VISIT	12/12/12	CHATTANOOGA, TN	\$278	1
PLANTY, JEFFREY S	SITE VISIT	12/11/12	KNOXVILLE, TN	\$278	1
PLANTY, JEFFREY S	SITE VISIT	12/10/12	LEXINGTON, KY	\$417	1.5
PLANTY, JEFFREY S	OTHER TRAVEL	12/4/12	NASHVILLE, TN	\$147	0.5
PLANTY, JEFFREY S	OTHER TRAVEL	12/3/12	LOUISVILLE, KY	\$441	1.5
PLANTY, JEFFREY S	INFORMATION MEETING	11/27/12	ATLANTA, GA	\$988	4
PLANTY, JEFFREY S	TRAINING ATTENDANCE	11/16/12	NASHVILLE, TN	\$72	1.5
PLANTY, JEFFREY S	TRAINING ATTENDANCE	10/21/12	CHARLOTTESVILLE, VA	\$1,251	26
PLANTY, JEFFREY S	TRAINING ATTENDANCE	10/20/12	JOHNSON CITY, TN	\$72	1.5
PLANTY, JEFFREY S	TRAINING ATTENDANCE	10/9/12	WASHINGTON, DC	\$1,479	4
PLANTY, JEFFREY S	OTHER TRAVEL	10/1/12	FORT WORTH, TX	\$811	5
PLANTY, JEFFREY S	TRAINING ATTENDANCE	9/16/12	GREENSBORO, NC	\$1,550	6
PLANTY, JEFFREY S	CONFERENCE ATTENDANCE	9/12/12	COVINGTON, KY	\$713	2
PLANTY, JEFFREY S	TRAINING ATTENDANCE	8/20/12	PEACHTREE CITY, GA	\$979	5
PLANTY, JEFFREY S	INFORMATION MEETING	8/16/12	LOUISVILLE, KY	\$366	1.5
PLANTY, JEFFREY S	INFORMATION MEETING	8/13/12	NASHVILLE, TN	\$855	3.5
PLANTY, JEFFREY S	SITE VISIT	8/9/12	JACKSON, MS	\$422	2
PLANTY, JEFFREY S	INFORMATION MEETING	7/23/12	PEACHTREE CITY, GA	\$1,209	5
PLANTY, JEFFREY S	INFORMATION MEETING	7/18/12	ATLANTA, GA	\$626	2
PLANTY, JEFFREY S	TRAINING ATTENDANCE	7/9/12	WASHINGTON, DC	\$1,636	5
PLANTY, JEFFREY S	INFORMATION MEETING	6/21/12	FORT WORTH, TX	\$376	4
PLANTY, JEFFREY S	INFORMATION MEETING	5/29/12	NASHVILLE, TN	\$703	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
PLANTY, JEFFREY S	TRAINING ATTENDANCE	5/21/12	NASHUA, NH	\$1,580	5
PLANTY, JEFFREY S	INFORMATION MEETING	4/23/12	PEACHTREE CITY, GA	\$1,434	3
PLANTY, JEFFREY S	INFORMATION MEETING	3/12/12	NASHUA, NH	\$1,533	4
PLANTY, JEFFREY S	INFORMATION MEETING	3/6/12	NASHVILLE, TN	\$664	3
PLANTY, JEFFREY S	INFORMATION MEETING	2/13/12	ATLANTA, GA	\$1,327	5
PLANTY, JEFFREY S	SITE VISIT	2/2/12	ERLANGER, KY	\$440	1.5
PLANTY, JEFFREY S	SITE VISIT	2/1/12	LOUISVILLE, KY	\$440	1.5
PLANTY, JEFFREY S	SITE VISIT	11/8/11	LOUISVILLE, KY	\$620	3
PLANTY, JEFFREY S	INFORMATION MEETING	10/30/11	LEESBURG, VA	\$2,059	6
PLANTY, JEFFREY S	OTHER TRAVEL	10/27/11	FORT WORTH, TX	\$337	2
PLANTY, JEFFREY S	INFORMATION MEETING	10/13/11	ATLANTA, GA	\$337	1
RAY, ELIZABETH L	SPEECH OR PRESENTATION	2/5/13	SALT LAKE CITY, UT	\$949	2.5
RAY, ELIZABETH L	SPEECH OR PRESENTATION	2/4/13	SACRAMENTO, CA	\$570	1.5
RAY, ELIZABETH L	OTHER TRAVEL	1/9/13	FORT WORTH, TX	\$991	2
RAY, ELIZABETH L	INFORMATION MEETING	12/4/12	LOS ANGELES, CA	\$809	3
RAY, ELIZABETH L	SITE VISIT	11/14/12	PALMDALE, CA	\$933	3
RAY, ELIZABETH L	INFORMATION MEETING	10/30/12	SEATTLE, WA	\$535	2.5
RAY, ELIZABETH L	INFORMATION MEETING	10/26/12	ORANGE, CA	\$962	4.5
RAY, ELIZABETH L	SPEECH OR PRESENTATION	10/15/12	MONTREAL, CAN	\$2,108	5
RAY, ELIZABETH L	CONFERENCE ATTENDANCE	8/13/12	OKLAHOMA CITY, OK	\$1,084	3
RAY, ELIZABETH L	INFORMATION MEETING	8/8/12	LAS VEGAS, NV	\$663	2.5
RAY, ELIZABETH L	INFORMATION MEETING	8/6/12	LOS ANGELES, CA	\$663	2.5
RAY, ELIZABETH L	SITE VISIT	7/31/12	OKLAHOMA CITY, OK	\$739	1.5
RAY, ELIZABETH L	SITE VISIT	7/30/12	FORT WORTH, TX	\$739	1.5
RAY, ELIZABETH L	INFORMATION MEETING	6/12/12	ROSEMONT, IL	\$601	2
RAY, ELIZABETH L	INFORMATION MEETING	5/22/12	SEATTLE, WA	\$1,778	3
RAY, ELIZABETH L	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$403	3
RAY, ELIZABETH L	INFORMATION MEETING	4/17/12	SEATTLE, WA	\$1,531	4
RAY, ELIZABETH L	SPEECH OR PRESENTATION	3/30/12	LAKELAND, FL	\$64	1
RAY, ELIZABETH L	TRAINING ATTENDANCE	3/17/12	CAMBRIDGE, MA	\$471	9
RAY, ELIZABETH L	SITE VISIT	2/24/12	ATLANTA, GA	\$478	4
RAY, ELIZABETH L	SPEECH OR PRESENTATION	1/25/12	ATLANTA, GA	\$1,110	6.5
RAY, ELIZABETH L	SPEECH OR PRESENTATION	1/23/12	SAINT LOUIS, MO	\$341	2
RAY, ELIZABETH L	SPEECH OR PRESENTATION	1/18/12	LOS ANGELES, CA	\$854	5
RAY, ELIZABETH L	SPEECH OR PRESENTATION	1/17/12	MIAMI BEACH, FL	\$256	1.5
RAY, ELIZABETH L	SITE VISIT	12/1/11	ATLANTA, GA	\$564	5
RAY, ELIZABETH L	OTHER TRAVEL	11/22/11	ALBUQUERQUE, NM	\$486	1.5
RAY, ELIZABETH L	OTHER TRAVEL	11/21/11	TAOS, NM	\$486	1.5
RAY, ELIZABETH L	OTHER TRAVEL	11/8/11	ATLANTA, GA	\$813	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
RAY, ELIZABETH L	TRAINING ATTENDANCE	10/16/11	CAMBRIDGE, MA	\$590	6
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/16/13	SEATTLE, WA	\$1,236	2.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/13/13	WASHINGTON, DC	\$1,483	3
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/12/13	ATLANTA, GA	\$494	1
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/9/13	WASHINGTON, DC	\$1,483	3
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/5/13	BEIJING, CHN	\$2,224	4.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	2/18/13	TOKYO CITY, JPN	\$2,116	4
REEVES, JAMES MARK MARK	INFORMATION MEETING	1/27/13	BEIJING, CHN	\$2,719	6
REEVES, JAMES MARK MARK	INFORMATION MEETING	1/14/13	RANGOON, MYA	\$1,350	3
REEVES, JAMES MARK MARK	INFORMATION MEETING	1/5/13	WASHINGTON, DC	\$6,280	7
REEVES, JAMES MARK MARK	INFORMATION MEETING	11/20/12	JAKARTA, INA	\$828	2
REEVES, JAMES MARK MARK	CONFERENCE ATTENDANCE	10/6/12	NEW DELHI, IND	\$3,421	8
REEVES, JAMES MARK MARK	INFORMATION MEETING	9/25/12	DHAKA, BAN	\$1,743	4
REEVES, JAMES MARK MARK	INFORMATION MEETING	9/18/12	HO CHI MINH CITY, VIE	\$1,331	4
REEVES, JAMES MARK MARK	INFORMATION MEETING	9/7/12	BANGKOK, THA	\$1,858	8
REEVES, JAMES MARK MARK	INFORMATION MEETING	8/25/12	LAS VEGAS, NV	\$1,520	3.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	8/16/12	WASHINGTON, DC	\$3,908	9
REEVES, JAMES MARK MARK	INFORMATION MEETING	8/12/12	LONG BEACH, CA	\$1,954	4.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	8/2/12	BANDAR SERI BEGAWAN, BRU	\$732	1
REEVES, JAMES MARK MARK	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$6,134	14
REEVES, JAMES MARK MARK	INFORMATION MEETING	6/13/12	HONG KONG, HKG	\$539	2.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	6/3/12	BEIJING, CHN	\$2,158	10
REEVES, JAMES MARK MARK	INFORMATION MEETING	6/3/12	HONG KONG, HKG	\$108	0.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	5/21/12	BEIJING, CHN	\$2,912	6
REEVES, JAMES MARK MARK	INFORMATION MEETING	5/4/12	HANOI, VIE	\$1,321	7
REEVES, JAMES MARK MARK	INFORMATION MEETING	4/29/12	HONG KONG, HKG	\$930	1.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	4/27/12	CHANTILLY, VA	\$620	1
REEVES, JAMES MARK MARK	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$1,240	2
REEVES, JAMES MARK MARK	INFORMATION MEETING	4/18/12	WASHINGTON, DC	\$4,339	7
REEVES, JAMES MARK MARK	INFORMATION MEETING	4/17/12	SEATTLE, WA	\$620	1
REEVES, JAMES MARK MARK	INFORMATION MEETING	4/15/12	TOKYO CITY, JPN	\$1,550	2.5
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/24/12	WELLINGTON, NZL	\$4,052	7
REEVES, JAMES MARK MARK	INFORMATION MEETING	3/4/12	NEW DELHI, IND	\$2,203	4
REEVES, JAMES MARK MARK	INFORMATION MEETING	2/18/12	BANGKOK, THA	\$1,820	7
REEVES, JAMES MARK MARK	OTHER TRAVEL	12/4/11	WASHINGTON, DC	\$1,417	4
REEVES, JAMES MARK MARK	OTHER TRAVEL	11/27/11	WASHINGTON, DC	\$3,983	5
REEVES, JAMES MARK MARK	OTHER TRAVEL	10/21/11	SINGAPORE, SIN	\$8,876	14.5
REEVES, JAMES MARK MARK	OTHER TRAVEL	10/14/11	TOKYO CITY, JPN	\$4,591	7.5
REEVES, JAMES MARK MARK	OTHER TRAVEL	10/3/11	WASHINGTON, DC	\$1,884	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
REYES, NICHOLAS	INFORMATION MEETING	2/25/13	IRVING, TX	\$1,692	5
REYES, NICHOLAS	INFORMATION MEETING	2/19/13	WASHINGTON, DC	\$1,619	4
REYES, NICHOLAS	INFORMATION MEETING	2/4/13	WASHINGTON, DC	\$1,982	5
REYES, NICHOLAS	INFORMATION MEETING	1/22/13	ATLANTA, GA	\$72	3
REYES, NICHOLAS	SITE VISIT	1/6/13	FORT WORTH, TX	\$1,855	6
REYES, NICHOLAS	INFORMATION MEETING	12/17/12	FORT WORTH, TX	\$1,591	4.5
REYES, NICHOLAS	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$1,591	4.5
REYES, NICHOLAS	SITE VISIT	12/6/12	PHOENIX, AZ	\$652	2
REYES, NICHOLAS	SITE VISIT	11/26/12	WASHINGTON, DC	\$1,912	5
REYES, NICHOLAS	SITE VISIT	11/3/12	SINGAPORE, SIN	\$4,679	8
REYES, NICHOLAS	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$2,045	5
REYES, NICHOLAS	INFORMATION MEETING	10/9/12	ATLANTA, GA	\$942	3
REYES, NICHOLAS	SPEECH OR PRESENTATION	10/1/12	OKLAHOMA CITY, OK	\$733	2
REYES, NICHOLAS	SITE VISIT	9/27/12	FRESNO, CA	\$473	1
REYES, NICHOLAS	SITE VISIT	9/20/12	SAN JOSE, CA	\$690	2
REYES, NICHOLAS	SITE VISIT	9/14/12	RENO, NV	\$683	2
REYES, NICHOLAS	INFORMATION MEETING	9/11/12	ATLANTA, GA	\$1,095	3
REYES, NICHOLAS	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,834	5
REYES, NICHOLAS	SITE VISIT	6/17/12	SINGAPORE, SIN	\$4,039	6
REYES, NICHOLAS	CONFERENCE ATTENDANCE	4/27/12	FAIRFAX, VA	\$391	1.5
REYES, NICHOLAS	CONFERENCE ATTENDANCE	4/24/12	NORFOLK, VA	\$912	3.5
REYES, NICHOLAS	SITE VISIT	4/4/12	PHOENIX, AZ	\$740	2
REYES, NICHOLAS	TRAINING ATTENDANCE	3/26/12	FORT WORTH, TX	\$1,979	6
REYES, NICHOLAS	INFORMATION MEETING	3/22/12	WASHINGTON, DC	\$1,382	2
REYES, NICHOLAS	INFORMATION MEETING	3/4/12	WASHINGTON, DC	\$2,054	5
REYES, NICHOLAS	INFORMATION MEETING	2/21/12	MONTEREY, CA	\$770	4
REYES, NICHOLAS	SITE VISIT	1/25/12	LAS VEGAS, NV	\$932	2
REYES, NICHOLAS	SITE VISIT	1/18/12	OAKLAND, CA	\$851	2
REYES, NICHOLAS	INFORMATION MEETING	1/8/12	WASHINGTON, DC	\$1,498	4
REYES, NICHOLAS	CONFERENCE ATTENDANCE	12/14/11	WASHINGTON, DC	\$988	2
REYES, NICHOLAS	SITE VISIT	12/7/11	PHOENIX, AZ	\$815	2
REYES, NICHOLAS	SPEECH OR PRESENTATION	11/12/11	SINGAPORE, SIN	\$2,794	4.5
REYES, NICHOLAS	SPEECH OR PRESENTATION	11/5/11	BEIJING, CHN	\$4,656	7.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	12/17/12	WASHINGTON, DC	\$904	2
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$1,592	4
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	12/3/12	HERNDON, VA	\$1,912	5
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	11/19/12	HERNDON, VA	\$881	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	11/6/12	DULLES, VA	\$1,116	3
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	10/24/12	ATLANTA, GA	\$921	1.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	10/22/12	ANCHORAGE, AK	\$1,534	2.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,994	5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	10/9/12	OKLAHOMA CITY, OK	\$824	4
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	10/1/12	HERNDON, VA	\$1,910	5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	9/26/12	JACKSONVILLE, NY	\$1,219	2.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	9/24/12	JACKSONVILLE, NY	\$1,219	2.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	9/17/12	HERNDON, VA	\$1,935	5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	9/5/12	HERNDON, VA	\$1,632	3
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,220	4
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	8/22/12	LOS ANGELES, CA	\$1,016	3
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	8/13/12	DES PLAINES, IL	\$1,420	5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	8/8/12	WASHINGTON, DC	\$973	2.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	8/6/12	IRVING, TX	\$973	2.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	7/23/12	RENTON, WA	\$1,934	5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	7/17/12	ATLANTA, GA	\$902	3
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	7/12/12	MIRAMAR, FL	\$570	1.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	7/11/12	WASHINGTON, DC	\$570	1.5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	6/28/12	WASHINGTON, DC	\$847	2
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	6/11/12	WASHINGTON, DC	\$1,905	5
CHARLES					
RICHARDS, JR, LAWRENCE	INFORMATION MEETING	5/31/12	WASHINGTON, DC	\$763	2
CHARLES					

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	5/23/12	OKLAHOMA CITY, OK	\$373	3
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	5/15/12	WASHINGTON, DC	\$1,634	4
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,194	3.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	4/23/12	WASHINGTON, DC	\$512	1.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	4/11/12	WASHINGTON, DC	\$1,077	3
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	3/21/12	WASHINGTON, DC	\$913	2.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	3/20/12	WASHINGTON, DC	\$548	1.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	3/6/12	WASHINGTON, DC	\$1,524	4
RICHARDS, JR, LAWRENCE CHARLES	SITE VISIT	2/29/12	ANKENY, IA	\$160	1.5
RICHARDS, JR, LAWRENCE CHARLES	SITE VISIT	2/29/12	LINCOLN, NE	\$53	0.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	2/27/12	WASHINGTON, DC	\$623	2
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$1,870	4
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	1/30/12	WICHITA, KS	\$57	1
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	1/25/12	WASHINGTON, DC	\$992	3
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	1/17/12	WASHINGTON, DC	\$1,830	4
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	1/11/12	WASHINGTON, DC	\$948	2.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	1/8/12	WASHINGTON, DC	\$948	2.5
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	1/4/12	WASHINGTON, DC	\$1,015	3
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,165	3
RICHARDS, JR, LAWRENCE CHARLES	SITE VISIT	12/5/11	WASHINGTON, DC	\$1,282	4
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	11/7/11	BOSTON, MA	\$1,314	4
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	11/2/11	WASHINGTON, DC	\$714	2
RICHARDS, JR, LAWRENCE CHARLES	OTHER TRAVEL	10/24/11	PALM COAST, FL	\$698	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
RICHARDS, JR, LAWRENCE CHARLES	INFORMATION MEETING	10/11/11	SAN DIEGO, CA	\$1,289	4
RICKARD, DAVID BURKE	SITE VISIT	4/25/12	SHEPHERDSTOWN, WV	\$203	1
RITMAN, ALLISON WHITE	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$538	4
RITZ, BARBARA GANS	OTHER TRAVEL	12/18/12	WASHINGTON, DC	\$758	2
RITZ, BARBARA GANS	OTHER TRAVEL	11/26/12	WASHINGTON, DC	\$1,144	3
RITZ, BARBARA GANS	OTHER TRAVEL	11/13/12	WASHINGTON, DC	\$1,256	4
RITZ, BARBARA GANS	OTHER TRAVEL	10/23/12	WASHINGTON, DC	\$1,139	3
RITZ, BARBARA GANS	OTHER TRAVEL	10/15/12	WASHINGTON, DC	\$1,727	5
RITZ, BARBARA GANS	OTHER TRAVEL	10/3/12	WASHINGTON, DC	\$1,161	3
RITZ, BARBARA GANS	OTHER TRAVEL	9/9/12	SALT LAKE CITY, UT	\$983	4
RITZ, BARBARA GANS	OTHER TRAVEL	8/29/12	WASHINGTON, DC	\$992	3
RITZ, BARBARA GANS	OTHER TRAVEL	8/23/12	WASHINGTON, DC	\$747	2
RITZ, BARBARA GANS	OTHER TRAVEL	8/8/12	WASHINGTON, DC	\$997	3
RITZ, BARBARA GANS	OTHER TRAVEL	7/18/12	WASHINGTON, DC	\$1,001	3
RITZ, BARBARA GANS	OTHER TRAVEL	6/12/12	PALM COAST, FL	\$630	2
RITZ, BARBARA GANS	OTHER TRAVEL	6/6/12	WASHINGTON, DC	\$1,096	3
RITZ, BARBARA GANS	OTHER TRAVEL	5/21/12	WASHINGTON, DC	\$1,133	3
RITZ, BARBARA GANS	OTHER TRAVEL	5/1/12	WASHINGTON, DC	\$1,114	3
RITZ, BARBARA GANS	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$1,029	4
RITZ, BARBARA GANS	OTHER TRAVEL	4/16/12	WASHINGTON, DC	\$1,170	3
RITZ, BARBARA GANS	OTHER TRAVEL	4/9/12	WASHINGTON, DC	\$1,777	5
RITZ, BARBARA GANS	OTHER TRAVEL	3/21/12	WASHINGTON, DC	\$1,194	3
RITZ, BARBARA GANS	OTHER TRAVEL	2/28/12	WASHINGTON, DC	\$1,017	3
RITZ, BARBARA GANS	OTHER TRAVEL	2/12/12	PALM COAST, FL	\$980	6
RITZ, BARBARA GANS	OTHER TRAVEL	2/7/12	WASHINGTON, DC	\$992	3
RITZ, BARBARA GANS	OTHER TRAVEL	1/18/12	WASHINGTON, DC	\$992	3
RITZ, BARBARA GANS	OTHER TRAVEL	1/11/12	WASHINGTON, DC	\$1,024	3
RITZ, BARBARA GANS	OTHER TRAVEL	12/13/11	WASHINGTON, DC	\$1,020	3
RITZ, BARBARA GANS	OTHER TRAVEL	11/15/11	WASHINGTON, DC	\$1,568	4
RITZ, BARBARA GANS	OTHER TRAVEL	11/1/11	WASHINGTON, DC	\$1,020	3
RITZ, BARBARA GANS	OTHER TRAVEL	10/11/11	WASHINGTON, DC	\$863	2
RIVERA, FANNY	CONFERENCE ATTENDANCE	6/10/12	MISSOURI CITY, MO	\$1,128	4
RIVERA, FANNY	CONFERENCE ATTENDANCE	10/16/11	LAS VEGAS, NV	\$1,620	6
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	3/5/13	ATLANTA, GA	\$643	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	3/3/13	COSTA MESA, CA	\$643	2.5
ROBERTS, DENNIS E	INFORMATION MEETING	1/16/13	SEATTLE, WA	\$1,246	3
ROBERTS, DENNIS E	INFORMATION MEETING	11/19/12	MINNEAPOLIS, MN	\$688	1
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/28/12	ORLANDO, FL	\$866	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ROBERTS, DENNIS E	TRAINING ATTENDANCE	10/21/12	CAMBRIDGE, MA	\$684	6
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/14/12	EL SEGUNDO, CA	\$867	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/11/12	PALM DESERT, CA	\$1,214	3.5
ROBERTS, DENNIS E	INFORMATION MEETING	9/19/12	ORLANDO, FL	\$686	1.5
ROBERTS, DENNIS E	INFORMATION MEETING	9/18/12	BLOOMINGTON, MN	\$686	1.5
ROBERTS, DENNIS E	INFORMATION MEETING	9/12/12	MIAMI, FL	\$529	2
ROBERTS, DENNIS E	CONFERENCE ATTENDANCE	8/14/12	CAMBRIDGE, MA	\$687	2
ROBERTS, DENNIS E	INFORMATION MEETING	7/18/12	SEATTLE, WA	\$1,229	3.5
ROBERTS, DENNIS E	INFORMATION MEETING	7/17/12	ELK GROVE, CA	\$351	1
ROBERTS, DENNIS E	INFORMATION MEETING	7/16/12	SAN DIEGO, CA	\$527	1.5
ROBERTS, DENNIS E	INFORMATION MEETING	6/13/12	CHICAGO, IL	\$687	2
ROBERTS, DENNIS E	INFORMATION MEETING	5/14/12	MIAMI, FL	\$721	3
ROBERTS, DENNIS E	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$290	2
ROBERTS, DENNIS E	INFORMATION MEETING	4/24/12	CHARLOTTE, NC	\$951	1
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	4/18/12	TUKWILA, WA	\$1,049	3
ROBERTS, DENNIS E	INFORMATION MEETING	4/4/12	OKLAHOMA CITY, OK	\$613	1.5
ROBERTS, DENNIS E	INFORMATION MEETING	4/3/12	HOUSTON, TX	\$613	1.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	3/18/12	SAN FRANCISCO, CA	\$939	3
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	3/4/12	PALM SPRINGS, CA	\$1,355	3
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	2/27/12	ATLANTA, GA	\$226	0.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	2/27/12	SEATTLE, WA	\$1,132	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	2/12/12	CHARLOTTE, NC	\$613	3
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	1/31/12	ATLANTA, GA	\$720	3
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	1/27/12	ATLANTA, GA	\$239	0.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	1/24/12	SEATTLE, WA	\$1,193	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	1/9/12	KINGWOOD, TX	\$780	2
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	12/7/11	SAN DIEGO, CA	\$822	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	12/5/11	SANTA ANA PUEBLO, NM	\$822	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/19/11	FORT WORTH, TX	\$1,032	2.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/18/11	SAN DIEGO, CA	\$413	1
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/17/11	SEATTLE, WA	\$619	1.5
ROBERTS, DENNIS E	SPEECH OR PRESENTATION	10/14/11	CHICAGO, IL	\$374	1
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,112	3
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	11/30/12	ATLANTIC CITY, NJ	\$38	0.5
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	11/30/12	BOSTON, MA	\$38	0.5
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	10/26/12	NEW YORK, NY	\$449	1

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	10/3/12	DAYTON, OH	\$167	2
ROCHELEAU, CHRISTOPHER JOSEPH	SPEECH OR PRESENTATION	9/20/12	ORLANDO, FL	\$487	1
ROCHELEAU, CHRISTOPHER JOSEPH	SPEECH OR PRESENTATION	8/29/12	LAS VEGAS, NV	\$1,334	2
ROCHELEAU, CHRISTOPHER JOSEPH	CONFERENCE ATTENDANCE	8/5/12	LAS VEGAS, NV	\$1,558	3
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	5/23/12	SEATTLE, WA	\$2,319	3
ROCHELEAU, CHRISTOPHER JOSEPH	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$315	2
ROCHELEAU, CHRISTOPHER JOSEPH	OTHER TRAVEL	3/18/12	OAKLAND, CA	\$1,080	2
ROCHELEAU, CHRISTOPHER JOSEPH	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$266	2
ROCHELEAU, CHRISTOPHER JOSEPH	SITE VISIT	10/28/11	RIVERSIDE, CA	\$853	1.5
ROCHELEAU, CHRISTOPHER JOSEPH	SITE VISIT	10/27/11	MANHATTAN BEACH, CA	\$853	1.5
ROCHELEAU, CHRISTOPHER JOSEPH	CONFERENCE ATTENDANCE	10/11/11	SEATTLE, WA	\$1,968	3
ROGERS, CHERYL D	SPEECH OR PRESENTATION	2/13/13	CHICAGO, IL	\$669	2
ROGERS, CHERYL D	INFORMATION MEETING	1/16/13	OKLAHOMA CITY, OK	\$893	4
ROGERS, CHERYL D	INFORMATION MEETING	9/22/12	OKLAHOMA CITY, OK	\$648	5
ROGERS, CHERYL D	INFORMATION MEETING	4/28/12	OKLAHOMA CITY, OK	\$869	9
ROGERS, CHERYL D	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$532	4
ROGERS, CHERYL D	INFORMATION MEETING	3/5/12	ATLANTIC CITY, NJ	\$502	3
ROGERS, CHERYL D	CONFERENCE ATTENDANCE	2/27/12	REDMOND, WA	\$204	5
ROGERS, CHERYL D	CONFERENCE ATTENDANCE	2/13/12	MIAMI, FL	\$1,807	4
ROGERS, CHERYL D	INFORMATION MEETING	2/9/12	ATLANTIC CITY, NJ	\$35	1
ROGERS, CHERYL D	INFORMATION MEETING	1/9/12	CHARLOTTESVILLE, VA	\$545	3
ROGERS, CHERYL D	INFORMATION MEETING	12/10/11	OKLAHOMA CITY, OK	\$603	4
ROMANOWSKI, MICHAEL C	INFORMATION MEETING	2/5/13	SALT LAKE CITY, UT	\$1,243	3.5
ROMANOWSKI, MICHAEL C	INFORMATION MEETING	2/4/13	SACRAMENTO, CA	\$533	1.5
ROMANOWSKI, MICHAEL C	INFORMATION MEETING	8/1/12	ATLANTA, GA	\$362	1
ROMANOWSKI, MICHAEL C	INFORMATION MEETING	4/4/12	HOUSTON, TX	\$666	1
ROMANOWSKI, MICHAEL C	CONFERENCE ATTENDANCE	2/2/12	DAYTONA BEACH, FL	\$1,292	2
ROONEY, CYNTHIA	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$522	4
ROSEBORO, DOUGLAS WILLARD	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$568	4
ROSEBORO, DOUGLAS WILLARD	INFORMATION MEETING	1/17/12	FORT WORTH, TX	\$864	2
ROSEBORO, DOUGLAS WILLARD	INFORMATION MEETING	11/18/11	CHARLOTTE, NC	\$306	1.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
ROSEBORO, DOUGLAS WILLARD	INFORMATION MEETING	11/15/11	ATLANTA, GA	\$713	3.5
ROTTMAN, ROBERT MICHAEL	INFORMATION MEETING	3/14/13	DUBAI, UAE	\$1,508	1.5
ROTTMAN, ROBERT MICHAEL	INFORMATION MEETING	3/11/13	KABUL, AFG	\$2,010	2
ROTTMAN, ROBERT MICHAEL	INFORMATION MEETING	3/10/13	DUBAI, UAE	\$1,508	1.5
ROTTMAN, ROBERT MICHAEL	INFORMATION MEETING	11/26/12	MONTREAL, CAN	\$2,595	5
ROTTMAN, ROBERT MICHAEL	INFORMATION MEETING	9/2/12	BRUSSELS, BEL	\$4,239	5
RYAN, THOMAS DAVID	OTHER TRAVEL	7/30/12	SHEPHERDSTOWN, WV	\$550	4
RYAN, THOMAS DAVID	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$395	3
SACHSE, BRIE NICOLE	INFORMATION MEETING	11/20/12	ISLIP, NY	\$260	1
SACHSE, BRIE NICOLE	CONFERENCE ATTENDANCE	10/26/12	ORLANDO, FL	\$525	3
SACHSE, BRIE NICOLE	INFORMATION MEETING	9/18/12	ORLANDO, FL	\$913	3
SACHSE, BRIE NICOLE	INFORMATION MEETING	7/25/12	OSHKOSH, WI	\$288	2
SACHSE, BRIE NICOLE	INFORMATION MEETING	6/27/12	SAN FRANCISCO, CA	\$67	2
SACHSE, BRIE NICOLE	INFORMATION MEETING	5/9/12	MEMPHIS, TN	\$245	2
SACHSE, BRIE NICOLE	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$187	2
SACHSE, BRIE NICOLE	INFORMATION MEETING	4/4/12	HOUSTON, TX	\$629	1
SACHSE, BRIE NICOLE	INFORMATION MEETING	2/29/12	ATLANTA, GA	\$498	1
SACHSE, BRIE NICOLE	INFORMATION MEETING	2/2/12	DAYTONA BEACH, FL	\$453	3
SALTSMAN, RICHARD HARPER	OTHER TRAVEL	8/29/12	NEW YORK, NY	\$461	1
SALTSMAN, RICHARD HARPER	OTHER TRAVEL	5/16/12	NEW YORK, NY	\$699	2
SALTSMAN, RICHARD HARPER	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$266	2
SALTSMAN, RICHARD HARPER	SPEECH OR PRESENTATION	1/12/12	ORLANDO, FL	\$719	2
SAN MARTIN, FRANK J	SPEECH OR PRESENTATION	5/7/12	NASHVILLE, TN	\$759	1
SAN MARTIN, FRANK J	TRAINING ATTENDANCE	4/16/12	PALM COAST, FL	\$888	3
SANCHEZ, SANDRA M	SPEECH OR PRESENTATION	6/26/12	SCHAUMBURG, IL	\$690	2
SANCHEZ, SANDRA M	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$268	2
SCHALK, SUSAN MOWERY	SITE VISIT	3/24/13	WASHINGTON, DC	\$2,399	8
SCHALK, SUSAN MOWERY	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$673	2
SCHALK, SUSAN MOWERY	INFORMATION MEETING	1/17/13	WASHINGTON, DC	\$313	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	12/18/12	LOS ANGELES, CA	\$507	2
SCHALK, SUSAN MOWERY	TRAINING ATTENDANCE	11/13/12	RENTON, WA	\$1,168	4
SCHALK, SUSAN MOWERY	SITE VISIT	10/26/12	SAGINAW, MI	\$538	1
SCHALK, SUSAN MOWERY	SPEECH OR PRESENTATION	10/11/12	PLYMOUTH, IN	\$211	2
SCHALK, SUSAN MOWERY	OTHER TRAVEL	10/9/12	JACKSONVILLE, NY	\$929	2
SCHALK, SUSAN MOWERY	INFORMATION MEETING	10/3/12	DAYTON, OH	\$644	2
SCHALK, SUSAN MOWERY	INFORMATION MEETING	9/27/12	WASHINGTON, DC	\$694	2
SCHALK, SUSAN MOWERY	SITE VISIT	9/24/12	DETROIT, MI	\$459	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	9/14/12	MINOT, ND	\$1,378	1
SCHALK, SUSAN MOWERY	SPEECH OR PRESENTATION	9/10/12	FLINT, MI	\$721	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SCHALK, SUSAN MOWERY	INFORMATION MEETING	8/29/12	COLUMBUS, OH	\$650	2
SCHALK, SUSAN MOWERY	SITE VISIT	7/18/12	BISMARCK, ND	\$1,114	2
SCHALK, SUSAN MOWERY	INFORMATION MEETING	6/18/12	WASHINGTON, DC	\$4,212	12
SCHALK, SUSAN MOWERY	SITE VISIT	6/12/12	WASHINGTON, DC	\$1,101	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	6/7/12	WASHINGTON, DC	\$389	1
SCHALK, SUSAN MOWERY	SITE VISIT	5/22/12	WASHINGTON, DC	\$328	1
SCHALK, SUSAN MOWERY	SITE VISIT	5/18/12	INDIANAPOLIS, IN	\$399	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	5/7/12	WISCONSIN DELLS, WI	\$549	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	4/25/12	WASHINGTON, DC	\$842	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	4/16/12	COLUMBUS, OH	\$815	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	4/11/12	MINNEAPOLIS, MN	\$713	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	3/28/12	WASHINGTON, DC	\$1,197	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	3/13/12	DEADWOOD, SD	\$2,682	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	3/4/12	BISMARCK, ND	\$1,504	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	2/28/12	DENVER, CO	\$936	3
SCHALK, SUSAN MOWERY	INFORMATION MEETING	2/23/12	BISMARCK, ND	\$271	0.5
SCHALK, SUSAN MOWERY	INFORMATION MEETING	2/23/12	PIERRE, SD	\$814	1.5
SCHALK, SUSAN MOWERY	INFORMATION MEETING	2/9/12	WASHINGTON, DC	\$311	1
SCHALK, SUSAN MOWERY	SITE VISIT	1/26/12	INDIANAPOLIS, IN	\$352	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	1/18/12	WASHINGTON, DC	\$789	2
SCHALK, SUSAN MOWERY	SITE VISIT	1/12/12	CLEVELAND, OH	\$310	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	12/27/11	WASHINGTON, DC	\$962	3
SCHALK, SUSAN MOWERY	SITE VISIT	12/15/11	CLEVELAND, OH	\$238	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	12/5/11	SEATTLE, WA	\$1,416	5
SCHALK, SUSAN MOWERY	INFORMATION MEETING	12/2/11	WASHINGTON, DC	\$318	1
SCHALK, SUSAN MOWERY	INFORMATION MEETING	10/26/11	COLUMBUS, OH	\$669	1.5
SCHALK, SUSAN MOWERY	INFORMATION MEETING	10/25/11	WASHINGTON, DC	\$669	1.5
SHELLABARGER, NANCY ELLEN	INFORMATION MEETING	2/6/13	SALT LAKE CITY, UT	\$1,017	2
SHELLABARGER, NANCY ELLEN	INFORMATION MEETING	7/15/12	CAMBRIDGE, MA	\$904	3
SHELLABARGER, NANCY ELLEN	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$196	2
SHELLABARGER, NANCY ELLEN	SPEECH OR PRESENTATION	2/2/12	DAYTONA BEACH, FL	\$752	2
SHERIDAN, PAUL J	TRAINING ATTENDANCE	11/26/12	PALM COAST, FL	\$941	5
SHERIDAN, PAUL J	INFORMATION MEETING	10/24/12	RENTON, WA	\$1,112	3
SHERIDAN, PAUL J	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,597	4
SHERIDAN, PAUL J	INFORMATION MEETING	9/23/12	ATLANTA, GA	\$764	3
SHERIDAN, PAUL J	SITE VISIT	9/18/12	GRAND FORKS, ND	\$1,486	1.5
SHERIDAN, PAUL J	SITE VISIT	9/17/12	SIOUX CITY, IA	\$1,486	1.5
SHERIDAN, PAUL J	INFORMATION MEETING	9/12/12	OKLAHOMA CITY, OK	\$458	1
SHERIDAN, PAUL J	INFORMATION MEETING	9/10/12	CHICAGO, IL	\$736	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SHERIDAN, PAUL J	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,181	3
SHERIDAN, PAUL J	INFORMATION MEETING	8/20/12	WASHINGTON, DC	\$1,383	3
SHERIDAN, PAUL J	SPEECH OR PRESENTATION	8/1/12	OKLAHOMA CITY, OK	\$458	1
SHERIDAN, PAUL J	INFORMATION MEETING	7/24/12	OSHKOSH, WI	\$1,434	8
SHERIDAN, PAUL J	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,596	4
SHERIDAN, PAUL J	INFORMATION MEETING	7/12/12	KANSAS CITY, MO	\$592	1
SHERIDAN, PAUL J	INFORMATION MEETING	6/4/12	WASHINGTON, DC	\$1,631	4
SHERIDAN, PAUL J	INFORMATION MEETING	5/15/12	DES MOINES, IA	\$926	1
SHERIDAN, PAUL J	INFORMATION MEETING	5/14/12	AMARILLO, TX	\$715	1
SHERIDAN, PAUL J	INFORMATION MEETING	4/30/12	KANSAS CITY, MO	\$1,283	5
SHERIDAN, PAUL J	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$536	1.5
SHERIDAN, PAUL J	INFORMATION MEETING	4/23/12	WASHINGTON, DC	\$1,251	3.5
SHERIDAN, PAUL J	SITE VISIT	4/19/12	SPRINGFIELD, IL	\$1,305	2
SHERIDAN, PAUL J	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,633	4
SHERIDAN, PAUL J	SITE VISIT	4/4/12	SHREVEPORT, LA	\$523	1
SHERIDAN, PAUL J	INFORMATION MEETING	3/23/12	NEW ORLEANS, LA	\$948	1
SHERIDAN, PAUL J	INFORMATION MEETING	3/20/12	WASHINGTON, DC	\$1,454	3
SHERIDAN, PAUL J	SITE VISIT	3/16/12	ABILENE, TX	\$357	1
SHERIDAN, PAUL J	INFORMATION MEETING	3/1/12	WASHINGTON, DC	\$792	1
SHERIDAN, PAUL J	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$1,650	4
SHERIDAN, PAUL J	INFORMATION MEETING	2/6/12	WASHINGTON, DC	\$1,513	4
SHERIDAN, PAUL J	INFORMATION MEETING	1/17/12	MIAMI BEACH, FL	\$1,192	2
SHERIDAN, PAUL J	INFORMATION MEETING	12/19/11	HOUSTON, TX	\$406	1
SHERIDAN, PAUL J	INFORMATION MEETING	12/12/11	WASHINGTON, DC	\$1,499	4
SHERIDAN, PAUL J	INFORMATION MEETING	12/7/11	KANSAS CITY, MO	\$564	1
SHERIDAN, PAUL J	INFORMATION MEETING	11/30/11	MILWAUKEE, WI	\$260	0.5
SHERIDAN, PAUL J	INFORMATION MEETING	11/30/11	WASHINGTON, DC	\$779	1.5
SHERIDAN, PAUL J	INFORMATION MEETING	11/14/11	WASHINGTON, DC	\$1,641	4
SHERIDAN, PAUL J	INFORMATION MEETING	11/8/11	INDIANAPOLIS, IN	\$534	1
SHERIDAN, PAUL J	SITE VISIT	10/26/11	PEORIA, IL	\$1,069	1
SHERIDAN, PAUL J	OTHER TRAVEL	10/19/11	WASHINGTON, DC	\$1,100	2
SHERIDAN, PAUL J	INFORMATION MEETING	10/11/11	DETROIT, MI	\$756	2
SHERIDAN, PAUL J	INFORMATION MEETING	10/3/11	WASHINGTON, DC	\$1,284	3
SIEG, STANLEY ALLEN	OTHER TRAVEL	2/26/13	WASHINGTON, DC	\$1,428	4
SIEG, STANLEY ALLEN	OTHER TRAVEL	2/7/13	WASHINGTON, DC	\$834	2
SIEG, STANLEY ALLEN	OTHER TRAVEL	11/13/12	WASHINGTON, DC	\$1,596	4
SIEG, STANLEY ALLEN	OTHER TRAVEL	11/2/12	OKLAHOMA CITY, OK	\$632	1
SIEG, STANLEY ALLEN	OTHER TRAVEL	10/25/12	OKLAHOMA CITY, OK	\$915	7
SIEG, STANLEY ALLEN	ENTITLEMENT TRAVEL	10/5/12	OKLAHOMA CITY, OK	\$673	11

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SIEG, STANLEY ALLEN	OTHER TRAVEL	10/1/12	WASHINGTON, DC	\$4,823	33
SIEG, STANLEY ALLEN	OTHER TRAVEL	9/20/12	OKLAHOMA CITY, OK	\$611	5
SIEG, STANLEY ALLEN	OTHER TRAVEL	9/6/12	OKLAHOMA CITY, OK	\$655	4
SIEG, STANLEY ALLEN	ENTITLEMENT TRAVEL	8/16/12	OKLAHOMA CITY, OK	\$548	5
SIEG, STANLEY ALLEN	OTHER TRAVEL	7/29/12	WASHINGTON, DC	\$10,606	64
SIEG, STANLEY ALLEN	OTHER TRAVEL	7/22/12	WASHINGTON, DC	\$2,187	7
SIEG, STANLEY ALLEN	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$1,363	4
SIEG, STANLEY ALLEN	OTHER TRAVEL	4/9/12	WASHINGTON, DC	\$1,795	5
SIEG, STANLEY ALLEN	OTHER TRAVEL	10/24/11	ROSEMONT, IL	\$1,196	4
SMILEY, DANIEL E	INFORMATION MEETING	12/9/12	QUEENS, NY	\$721	2
SMILEY, DANIEL E	CONFERENCE ATTENDANCE	11/14/12	TORONTO, CAN	\$2,379	5
SMILEY, DANIEL E	SITE VISIT	10/24/12	BOSTON, MA	\$690	1.5
SMILEY, DANIEL E	SITE VISIT	10/23/12	CHICAGO, IL	\$690	1.5
SMILEY, DANIEL E	SITE VISIT	8/9/12	PHILADELPHIA, PA	\$233	1
SMILEY, DANIEL E	SITE VISIT	7/17/12	LOS ANGELES, CA	\$1,470	2.5
SMILEY, DANIEL E	SITE VISIT	7/16/12	LAS VEGAS, NV	\$882	1.5
SMILEY, DANIEL E	INFORMATION MEETING	6/21/12	MEMPHIS, TN	\$1,009	1.5
SMILEY, DANIEL E	INFORMATION MEETING	6/20/12	CHICAGO, IL	\$1,009	1.5
SMILEY, DANIEL E	CONFERENCE ATTENDANCE	6/12/12	BARCELONA, ESP	\$3,182	6
SMILEY, DANIEL E	INFORMATION MEETING	5/22/12	ATLANTIC CITY, NJ	\$649	3
SMILEY, DANIEL E	INFORMATION MEETING	5/16/12	NEW YORK, NY	\$677	1.5
SMILEY, DANIEL E	INFORMATION MEETING	5/14/12	BURLINGAME, CA	\$1,128	2.5
SMILEY, DANIEL E	INFORMATION MEETING	3/26/12	ATLANTA, GA	\$600	2
SMILEY, DANIEL E	OTHER TRAVEL	2/8/12	OKLAHOMA CITY, OK	\$1,079	3
SMILEY, DANIEL E	SITE VISIT	1/25/12	SAN FRANCISCO, CA	\$741	2
SMILEY, DANIEL E	INFORMATION MEETING	12/9/11	CHICAGO, IL	\$416	1
SMILEY, DANIEL E	INFORMATION MEETING	11/13/11	SINGAPORE, SIN	\$7,362	8
SMITH, KIMBERLY KAY	OTHER TRAVEL	3/3/13	LAS VEGAS, NV	\$1,626	6
SMITH, KIMBERLY KAY	INFORMATION MEETING	2/11/13	MILAN, ITA	\$2,715	4
SMITH, KIMBERLY KAY	INFORMATION MEETING	1/28/13	WASHINGTON, DC	\$1,172	3
SMITH, KIMBERLY KAY	INFORMATION MEETING	1/14/13	WASHINGTON, DC	\$1,683	4
SMITH, KIMBERLY KAY	OTHER TRAVEL	12/3/12	WASHINGTON, DC	\$1,505	4
SMITH, KIMBERLY KAY	OTHER TRAVEL	11/7/12	WASHINGTON, DC	\$1,063	2
SMITH, KIMBERLY KAY	SITE VISIT	10/25/12	SAN ANTONIO, TX	\$559	1
SMITH, KIMBERLY KAY	SITE VISIT	10/24/12	OKLAHOMA CITY, OK	\$788	1
SMITH, KIMBERLY KAY	OTHER TRAVEL	10/15/12	WASHINGTON, DC	\$1,795	4
SMITH, KIMBERLY KAY	INFORMATION MEETING	9/18/12	LONG BEACH, CA	\$1,127	3
SMITH, KIMBERLY KAY	SITE VISIT	9/12/12	OKLAHOMA CITY, OK	\$324	2
SMITH, KIMBERLY KAY	INFORMATION MEETING	8/20/12	WASHINGTON, DC	\$1,203	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SMITH, KIMBERLY KAY	SITE VISIT	6/27/12	PORTLAND, OR	\$902	2.5
SMITH, KIMBERLY KAY	SITE VISIT	6/26/12	MEDFORD, OR	\$541	1.5
SMITH, KIMBERLY KAY	ENTITLEMENT TRAVEL	6/18/12	WASHINGTON, DC	\$1,670	4
SMITH, KIMBERLY KAY	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$1,298	4
SMITH, KIMBERLY KAY	CONFERENCE ATTENDANCE	5/22/12	CHARLESTON, SC	\$1,365	9
SMITH, KIMBERLY KAY	INFORMATION MEETING	4/24/12	WASHINGTON, DC	\$1,080	4
SMITH, KIMBERLY KAY	INFORMATION MEETING	1/29/12	KANSAS CITY, MO	\$2,013	5
SMITH, KIMBERLY KAY	INFORMATION MEETING	1/9/12	WASHINGTON, DC	\$1,476	4
SMITH, KIMBERLY KAY	INFORMATION MEETING	1/3/12	WASHINGTON, DC	\$1,096	3
SMITH, KIMBERLY KAY	OTHER TRAVEL	12/12/11	WASHINGTON, DC	\$1,748	4
SMITH, KIMBERLY KAY	CONFERENCE ATTENDANCE	12/4/11	FRANKFURT, FRG	\$3,925	7
SMITH, KIMBERLY KAY	SITE VISIT	11/28/11	PHOENIX, AZ	\$735	2
SMITH, KIMBERLY KAY	SITE VISIT	11/14/11	BOSTON, MA	\$1,404	4
SMITH, KIMBERLY KAY	OTHER TRAVEL	10/17/11	WASHINGTON, DC	\$1,660	4
SMITH, LESLIE HOWARD	INFORMATION MEETING	2/24/13	ATLANTA, GA	\$779	2
SMITH, LESLIE HOWARD	INFORMATION MEETING	1/30/13	ATLANTA, GA	\$678	2
SMITH, LESLIE HOWARD	INFORMATION MEETING	1/22/13	ATLANTA, GA	\$960	3
SMITH, LESLIE HOWARD	INFORMATION MEETING	1/16/13	FORT WORTH, TX	\$1,503	2.5
SMITH, LESLIE HOWARD	INFORMATION MEETING	1/14/13	LONG BEACH, CA	\$1,503	2.5
SMITH, LESLIE HOWARD	INFORMATION MEETING	12/18/12	ATLANTA, GA	\$653	2
SMITH, LESLIE HOWARD	INFORMATION MEETING	11/10/12	PARIS, FRA	\$3,918	7
SMITH, LESLIE HOWARD	INFORMATION MEETING	9/30/12	COLOGNE, FRG	\$2,029	0.5
SMITH, LESLIE HOWARD	INFORMATION MEETING	9/17/12	ATLANTA, GA	\$962	3
SMITH, LESLIE HOWARD	INFORMATION MEETING	8/21/12	LONG ISLAND, NY	\$637	2
SMITH, LESLIE HOWARD	INFORMATION MEETING	8/12/12	LONG BEACH, CA	\$1,758	6
SMITH, LESLIE HOWARD	INFORMATION MEETING	6/10/12	PARIS, FRA	\$3,980	6
SMITH, LESLIE HOWARD	INFORMATION MEETING	5/18/12	LISBON, POR	\$3,236	9
SMITH, LESLIE HOWARD	INFORMATION MEETING	5/9/12	ATLANTA, GA	\$246	1
SMITH, LESLIE HOWARD	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$396	3
SMITH, LESLIE HOWARD	INFORMATION MEETING	4/14/12	TUCSON, AZ	\$1,584	5
SMITH, LESLIE HOWARD	SITE VISIT	2/6/12	OKLAHOMA CITY, OK	\$1,284	4
SMITH, LESLIE HOWARD	CONFERENCE ATTENDANCE	1/21/12	SAN ANTONIO, TX	\$1,442	6
SMITH, LESLIE HOWARD	SITE VISIT	12/11/11	OKLAHOMA CITY, OK	\$1,024	3
SMITH, LESLIE HOWARD	SPEECH OR PRESENTATION	12/5/11	GRAND RAPIDS, MI	\$1,067	3
SMITH, LESLIE HOWARD	INFORMATION MEETING	11/29/11	ATLANTIC CITY, NJ	\$676	3
SMITH, LESLIE HOWARD	INFORMATION MEETING	11/13/11	COLOGNE, FRG	\$2,439	6
SMITH, LESLIE HOWARD	OTHER TRAVEL	10/31/11	PARIS, FRA	\$3,596	5
SMITH, LESLIE HOWARD	SITE VISIT	10/21/11	KILLEEN, TX	\$1,213	5
SMITH, LESLIE HOWARD	SPEECH OR PRESENTATION	10/8/11	LAS VEGAS, NV	\$2,196	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SOLCO, KELVIN L	INFORMATION MEETING	12/17/12	LOS ANGELES, CA	\$953	3
SOLCO, KELVIN L	CONFERENCE ATTENDANCE	11/13/12	WASHINGTON, DC	\$1,481	4
SOLCO, KELVIN L	INFORMATION MEETING	10/5/12	TAOS, NM	\$1,397	2
SOLCO, KELVIN L	INFORMATION MEETING	9/24/12	NEW ORLEANS, LA	\$776	2
SOLCO, KELVIN L	OTHER TRAVEL	9/17/12	WASHINGTON, DC	\$1,572	3
SOLCO, KELVIN L	OTHER TRAVEL	8/5/12	WASHINGTON, DC	\$3,874	13
SOLCO, KELVIN L	OTHER TRAVEL	7/25/12	ROSWELL, NM	\$770	1
SOLCO, KELVIN L	OTHER TRAVEL	7/18/12	TULSA, OK	\$403	1
SOLCO, KELVIN L	OTHER TRAVEL	7/9/12	BATON ROUGE, LA	\$765	2
SOLCO, KELVIN L	OTHER TRAVEL	6/27/12	LITTLE ROCK, AR	\$1,150	2
SOLCO, KELVIN L	OTHER TRAVEL	6/12/12	WASHINGTON, DC	\$1,592	4
SOLCO, KELVIN L	OTHER TRAVEL	6/6/12	SEATTLE, WA	\$1,200	3
SOLCO, KELVIN L	OTHER TRAVEL	4/25/12	SHEPHERDSTOWN, WV	\$1,064	3
SOLCO, KELVIN L	OTHER TRAVEL	4/15/12	PHILADELPHIA, PA	\$724	5
SOLCO, KELVIN L	OTHER TRAVEL	4/9/12	GALVESTON, TX	\$527	2
SOLCO, KELVIN L	OTHER TRAVEL	3/29/12	NEW ORLEANS, LA	\$1,147	2
SOLCO, KELVIN L	OTHER TRAVEL	2/27/12	TULSA, OK	\$1,137	3
SOLCO, KELVIN L	OTHER TRAVEL	1/9/12	AUSTIN, TX	\$654	3
SOLCO, KELVIN L	OTHER TRAVEL	12/12/11	NEW ORLEANS, LA	\$491	1
SOLCO, KELVIN L	OTHER TRAVEL	12/4/11	SEATTLE, WA	\$1,891	6
SOLCO, KELVIN L	OTHER TRAVEL	11/21/11	TAOS, NM	\$1,040	2
SOLCO, KELVIN L	OTHER TRAVEL	10/23/11	SPRINGDALE, AR	\$1,170	3
SOLCO, KELVIN L	OTHER TRAVEL	10/10/11	MONROE, LA	\$723	2
SPAMPINATO, FRANCIS C	INFORMATION MEETING	11/19/12	EGG HARBOR, NJ	\$325	1
SPENCER, DAVID EUGENE	OTHER TRAVEL	3/31/13	SEATTLE, WA	\$2,156	6
SPENCER, DAVID EUGENE	INFORMATION MEETING	3/25/13	SACRAMENTO, CA	\$1,671	5
SPENCER, DAVID EUGENE	OTHER TRAVEL	3/17/13	SEATTLE, WA	\$1,732	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	3/11/13	WASHINGTON, DC	\$2,286	5
SPENCER, DAVID EUGENE	TRAINING ATTENDANCE	2/13/13	SAN DIEGO, CA	\$706	3
SPENCER, DAVID EUGENE	OTHER TRAVEL	1/30/13	WASHINGTON, DC	\$1,505	3
SPENCER, DAVID EUGENE	INFORMATION MEETING	1/28/13	SEATTLE, WA	\$648	2
SPENCER, DAVID EUGENE	INFORMATION MEETING	1/22/13	ALBUQUERQUE, NM	\$761	3
SPENCER, DAVID EUGENE	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$2,105	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	12/4/12	SEATTLE, WA	\$1,056	3
SPENCER, DAVID EUGENE	ENTITLEMENT TRAVEL	11/28/12	ALBUQUERQUE, NM	\$836	3
SPENCER, DAVID EUGENE	INFORMATION MEETING	11/5/12	SEATTLE, WA	\$1,668	4
SPENCER, DAVID EUGENE	INFORMATION MEETING	10/29/12	SAN DIEGO, CA	\$967	4
SPENCER, DAVID EUGENE	INFORMATION MEETING	10/22/12	WASHINGTON, DC	\$2,313	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	10/15/12	LAWNDALE, CA	\$977	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SPENCER, DAVID EUGENE	INFORMATION MEETING	10/9/12	WASHINGTON, DC	\$1,962	4
SPENCER, DAVID EUGENE	INFORMATION MEETING	9/24/12	WASHINGTON, DC	\$2,390	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	8/6/12	WASHINGTON, DC	\$4,121	12
SPENCER, DAVID EUGENE	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$2,133	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	6/25/12	WASHINGTON, DC	\$2,034	4
SPENCER, DAVID EUGENE	INFORMATION MEETING	6/4/12	WASHINGTON, DC	\$2,344	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	5/14/12	WASHINGTON, DC	\$2,066	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	5/7/12	WASHINGTON, DC	\$2,066	5
SPENCER, DAVID EUGENE	INFORMATION MEETING	4/23/12	WASHINGTON, DC	\$1,652	4
SPENCER, DAVID EUGENE	OTHER TRAVEL	4/11/12	DALLAS, TX	\$1,834	3
SPENCER, DAVID EUGENE	OTHER TRAVEL	4/9/12	ALBUQUERQUE, NM	\$1,029	2
SPENCER, DAVID EUGENE	INFORMATION MEETING	3/19/12	WASHINGTON, DC	\$4,732	12
SPENCER, DAVID EUGENE	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$3,792	11
SPENCER, DAVID EUGENE	INFORMATION MEETING	1/31/12	WASHINGTON, DC	\$1,604	4
SPENCER, DAVID EUGENE	INFORMATION MEETING	1/17/12	WASHINGTON, DC	\$3,519	10
SPENCER, DAVID EUGENE	INFORMATION MEETING	12/4/11	WASHINGTON, DC	\$4,363	13
SPENCER, DAVID EUGENE	INFORMATION MEETING	11/14/11	WASHINGTON, DC	\$3,569	10
SPENCER, DAVID EUGENE	INFORMATION MEETING	10/5/11	SEATTLE, WA	\$830	2
SPENCER, DAVID EUGENE	INFORMATION MEETING	10/2/11	LAS VEGAS, NV	\$466	2
STUBBLEFIELD, ANGELA HANDLEY	INFORMATION MEETING	7/30/12	SHEPHERDSTOWN, WV	\$433	4
STUBBLEFIELD, ANGELA HANDLEY	TRAINING ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$278	3
STUBBLEFIELD, ANGELA HANDLEY	TRAINING ATTENDANCE	1/8/12	CHARLOTTESVILLE, VA	\$872	27
SUOMI, DAVID C	CONFERENCE ATTENDANCE	3/11/13	CAMBRIDGE, MA	\$1,140	3
SUOMI, DAVID C	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$1,638	5
SUOMI, DAVID C	SPEECH OR PRESENTATION	2/22/13	SEATTLE, WA	\$249	3
SUOMI, DAVID C	OTHER TRAVEL	1/21/13	HAWTHORNE, CA	\$9,742	66
SUOMI, DAVID C	INFORMATION MEETING	1/15/13	LAS VEGAS, NV	\$575	2
SUOMI, DAVID C	INFORMATION MEETING	1/9/13	HAWTHORNE, CA	\$449	2
SUOMI, DAVID C	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,530	4
SUOMI, DAVID C	INFORMATION MEETING	10/9/12	HAWTHORNE, CA	\$489	2
SUOMI, DAVID C	OTHER TRAVEL	9/26/12	BOISE, ID	\$183	0.5
SUOMI, DAVID C	OTHER TRAVEL	9/26/12	SALT LAKE CITY, UT	\$548	1.5
SUOMI, DAVID C	SITE VISIT	9/20/12	MISSOULA, MT	\$645	2
SUOMI, DAVID C	CONFERENCE ATTENDANCE	9/10/12	SALT LAKE CITY, UT	\$492	2
SUOMI, DAVID C	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,824	3
SUOMI, DAVID C	INFORMATION MEETING	8/20/12	WASHINGTON, DC	\$1,582	5
SUOMI, DAVID C	SITE VISIT	7/30/12	PORTLAND, OR	\$256	2
SUOMI, DAVID C	INFORMATION MEETING	6/27/12	WASHINGTON, DC	\$1,210	3
SUOMI, DAVID C	OTHER TRAVEL	5/13/12	WASHINGTON, DC	\$6,539	22

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
SUOMI, DAVID C	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$1,091	3.5
SUOMI, DAVID C	OTHER TRAVEL	4/9/12	WASHINGTON, DC	\$4,832	15.5
SUOMI, DAVID C	TRAINING ATTENDANCE	3/9/12	PALM COAST, FL	\$935	10
SUOMI, DAVID C	CONFERENCE ATTENDANCE	3/5/12	DALLAS, TX	\$1,027	4
SUOMI, DAVID C	INFORMATION MEETING	2/5/12	ANCHORAGE, AK	\$1,657	5
SUOMI, DAVID C	INFORMATION MEETING	1/31/12	OAKLAND, CA	\$446	2
SUOMI, DAVID C	INFORMATION MEETING	12/6/11	LOS ANGELES, CA	\$513	2
SUOMI, DAVID C	TRAINING ATTENDANCE	11/2/11	WASHINGTON, DC	\$1,267	2
TARRH, JO L	OTHER TRAVEL	3/26/13	SACRAMENTO, CA	\$1,284	4
TARRH, JO L	SITE VISIT	3/15/13	FORT WORTH, TX	\$880	10
TARRH, JO L	OTHER TRAVEL	3/4/13	WASHINGTON, DC	\$5,330	32
TARRH, JO L	INFORMATION MEETING	1/18/13	FORT WORTH, TX	\$535	3.5
TARRH, JO L	INFORMATION MEETING	1/16/13	OKLAHOMA CITY, OK	\$305	2
TARRH, JO L	INFORMATION MEETING	1/15/13	FORT WORTH, TX	\$229	1.5
TARRH, JO L	INFORMATION MEETING	1/9/13	PIERRE, SD	\$1,230	2
TARRH, JO L	ENTITLEMENT TRAVEL	11/9/12	FORT WORTH, TX	\$808	5
TARRH, JO L	OTHER TRAVEL	10/26/12	FORT WORTH, TX	\$514	10
TARRH, JO L	SITE VISIT	10/3/12	ATLANTIC CITY, NJ	\$564	3
TARRH, JO L	OTHER TRAVEL	10/1/12	WASHINGTON, DC	\$26,345	154
TARRH, JO L	SITE VISIT	9/27/12	FORT WORTH, TX	\$448	2.5
TARRH, JO L	SITE VISIT	9/4/12	MINNEAPOLIS, MN	\$1,105	3
TARRH, JO L	OTHER TRAVEL	9/3/12	WASHINGTON, DC	\$5,111	28
TARRH, JO L	OTHER TRAVEL	8/26/12	WASHINGTON, DC	\$2,011	6
TARRH, JO L	OTHER TRAVEL	8/22/12	WASHINGTON, DC	\$909	2.5
TARRH, JO L	OTHER TRAVEL	8/19/12	ATLANTA, GA	\$1,272	3.5
TARRH, JO L	OTHER TRAVEL	8/12/12	OKLAHOMA CITY, OK	\$595	6
TARRH, JO L	OTHER TRAVEL	7/31/12	WASHINGTON, DC	\$3,286	11
TARRH, JO L	OTHER TRAVEL	7/23/12	CLEVELAND, OH	\$1,253	3.5
TARRH, JO L	OTHER TRAVEL	7/22/12	GREEN LAKE, WI	\$537	1.5
TARRH, JO L	OTHER TRAVEL	7/16/12	WASHINGTON, DC	\$525	3.5
TARRH, JO L	OTHER TRAVEL	7/11/12	TAMPA, FL	\$749	5
TARRH, JO L	OTHER TRAVEL	7/9/12	PALM COAST, FL	\$300	2
TARRH, JO L	OTHER TRAVEL	7/5/12	TAMPA, FL	\$674	4.5
TARRH, JO L	OTHER TRAVEL	7/2/12	EVANSVILLE, IN	\$972	2
TARRH, JO L	OTHER TRAVEL	6/26/12	CHICAGO, IL	\$1,700	4
TARRH, JO L	OTHER TRAVEL	6/20/12	WASHINGTON, DC	\$677	1.5
TARRH, JO L	OTHER TRAVEL	6/18/12	HERNDON, VA	\$1,129	2.5
TARRH, JO L	OTHER TRAVEL	6/7/12	CHICAGO, IL	\$641	1.5
TARRH, JO L	OTHER TRAVEL	6/4/12	WASHINGTON, DC	\$1,495	3.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
TARRH, JO L	OTHER TRAVEL	5/14/12	OKLAHOMA CITY, OK	\$512	4
TARRH, JO L	OTHER TRAVEL	5/7/12	SAN DIEGO, CA	\$1,286	4
TARRH, JO L	OTHER TRAVEL	5/3/12	SAINT LOUIS, MO	\$594	1.5
TARRH, JO L	OTHER TRAVEL	4/30/12	KANSAS CITY, MO	\$1,387	3.5
TARRH, JO L	OTHER TRAVEL	4/26/12	SHEPHERDSTOWN, WV	\$609	1.5
TARRH, JO L	OTHER TRAVEL	4/25/12	HERNDON, VA	\$609	1.5
TARRH, JO L	OTHER TRAVEL	4/18/12	MADISON, WI	\$367	1.5
TARRH, JO L	OTHER TRAVEL	4/17/12	MARQUETTE, WI	\$245	1
TARRH, JO L	OTHER TRAVEL	4/16/12	GREEN BAY, WI	\$367	1.5
TARRH, JO L	OTHER TRAVEL	4/9/12	WASHINGTON, DC	\$1,638	4
TARRH, JO L	OTHER TRAVEL	3/19/12	PHILADELPHIA, PA	\$1,133	4
TARRH, JO L	OTHER TRAVEL	3/12/12	WASHINGTON, DC	\$601	1
TARRH, JO L	OTHER TRAVEL	3/5/12	WASHINGTON, DC	\$1,794	4
TARRH, JO L	OTHER TRAVEL	2/28/12	JACKSONVILLE, NY	\$827	1.5
TARRH, JO L	OTHER TRAVEL	2/27/12	MANCHESTER, NH	\$827	1.5
TARRH, JO L	OTHER TRAVEL	2/21/12	PEACHTREE CITY, GA	\$699	3
TARRH, JO L	OTHER TRAVEL	2/14/12	ATLANTA, GA	\$960	4
TARRH, JO L	OTHER TRAVEL	11/8/11	ATLANTA, GA	\$749	3
TARRH, JO L	OTHER TRAVEL	11/1/11	CHICAGO, IL	\$1,396	4
TARRH, JO L	OTHER TRAVEL	10/24/11	WASHINGTON, DC	\$1,392	3
TARRH, JO L	OTHER TRAVEL	10/17/11	MINNEAPOLIS, MN	\$1,712	5
TARRH, JO L	OTHER TRAVEL	10/13/11	HOUSTON, TX	\$668	2
TARRH, JO L	OTHER TRAVEL	10/3/11	WASHINGTON, DC	\$1,970	4
TARTER, ROBERT OLIVER	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$248	2
TARTER, ROBERT OLIVER	TRAINING ATTENDANCE	10/16/11	BOSTON, MA	\$963	9
TASH, NATHAN S	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$175	2
TASH, NATHAN S	TRAINING ATTENDANCE	11/7/11	PALM COAST, FL	\$741	4
TAYLOR, DONNA PAULINE	INFORMATION MEETING	12/26/11	WASHINGTON, DC	\$2,119	4
TAYLOR, DONNA PAULINE	INFORMATION MEETING	12/19/11	CHICAGO, IL	\$1,443	3
TAYLOR, DONNA PAULINE	SPEECH OR PRESENTATION	11/16/11	BILLINGS, MT	\$718	3
TAYLOR, DONNA PAULINE	INFORMATION MEETING	10/23/11	WASHINGTON, DC	\$2,151	6
TEDFORD, ANN LORA	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$175	2
TEDFORD, ANN LORA	SPEECH OR PRESENTATION	11/7/11	FORT WORTH, TX	\$900	2
TEDFORD, ANN LORA	SPEECH OR PRESENTATION	10/19/11	LAS VEGAS, NV	\$963	2
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	3/3/13	LAS VEGAS, NV	\$2,275	6
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	1/30/13	SEATTLE, WA	\$720	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	12/18/12	FORT WORTH, TX	\$870	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	12/6/12	ATLANTIC CITY, NJ	\$15	1
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	10/25/12	CAPE TOWN, SAF	\$8,961	10

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	10/18/12	CHICAGO, IL	\$375	1
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	10/11/12	MARTINIQUE, MRT	\$3,333	5
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	9/17/12	ATLANTA, GA	\$613	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	7/22/12	BURLINGTON, MA	\$549	2
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	6/26/12	SCHAUMBURG, IL	\$670	2
TEIXEIRA, JOSEPH SOUSA	SITE VISIT	6/19/12	SEATTLE, WA	\$1,646	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	5/15/12	SAN FRANCISCO, CA	\$1,209	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	5/7/12	ATLANTA, GA	\$605	2
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	5/1/12	KANSAS CITY, MO	\$1,783	3
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$387	3
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	4/13/12	NEW YORK, NY	\$159	1
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	4/10/12	NEW ORLEANS, LA	\$1,274	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	4/2/12	OKLAHOMA CITY, OK	\$778	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	2/6/12	JACKSONVILLE, NY	\$311	1
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	1/30/12	ATLANTA, GA	\$1,419	4
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	1/24/12	CHICAGO, IL	\$502	2
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	1/17/12	MIAMI-DADE, FL	\$828	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	1/11/12	DAYTONA BEACH, FL	\$667	2
TEIXEIRA, JOSEPH SOUSA	INFORMATION MEETING	12/5/11	DALLAS, TX	\$1,049	2
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	10/28/11	LAS VEGAS, NV	\$2,249	7
TEIXEIRA, JOSEPH SOUSA	CONFERENCE ATTENDANCE	10/18/11	LAS VEGAS, NV	\$926	2
THOMSON, KATHRYN B	SITE VISIT	3/4/13	MANHATTAN, NY	\$367	1
THOMSON, KATHRYN B	CONFERENCE ATTENDANCE	12/18/12	ATLANTA, GA	\$721	2
THOMSON, KATHRYN B	CONFERENCE ATTENDANCE	10/24/12	NEW ORLEANS, LA	\$1,531	4
THOMSON, KATHRYN B	SITE VISIT	8/22/12	SEATTLE, WA	\$1,083	2.5
THOMSON, KATHRYN B	SITE VISIT	8/20/12	LOS ANGELES, CA	\$1,083	2.5
THOMSON, KATHRYN B	OTHER TRAVEL	7/6/12	BRIDGEPORT, CT	\$490	1
THOMSON, KATHRYN B	SITE VISIT	6/5/12	OKLAHOMA CITY, OK	\$1,032	4
THOMSON, KATHRYN B	CONFERENCE ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$249	2
THOMSON, KATHRYN B	CONFERENCE ATTENDANCE	2/19/12	MOSCOW, RUS	\$3,651	5
TILTON, FREDERICK E	SPEECH OR PRESENTATION	3/13/13	DALLAS, TX	\$1,207	4
TILTON, FREDERICK E	TRAINING ATTENDANCE	2/18/13	DALLAS, TX	\$4,095	16
TILTON, FREDERICK E	SPEECH OR PRESENTATION	1/24/13	TAMPA, FL	\$650	3
TILTON, FREDERICK E	TRAINING ATTENDANCE	12/9/12	RICHMOND, VA	\$313	2
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	11/15/12	DENVER, CO	\$1,276	6
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	11/5/12	OKLAHOMA CITY, OK	\$1,311	5
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	10/23/12	DAYTONA BEACH, FL	\$705	3
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	10/10/12	BOCA RATON, FL	\$1,183	2.5
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	10/9/12	LOS ANGELES, CA	\$710	1.5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	8/21/12	BERLIN, FRG	\$796	7
TILTON, FREDERICK E	SPEECH OR PRESENTATION	7/25/12	APPLETON, WI	\$1,095	3
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	5/11/12	ATLANTA, GA	\$2,612	8
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	4/25/12	SHEPHERDSTOWN, WV	\$400	3
TILTON, FREDERICK E	INFORMATION MEETING	4/10/12	DAYTONA BEACH, FL	\$1,145	3
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	3/29/12	ALBUQUERQUE, NM	\$971	5
TILTON, FREDERICK E	SPEECH OR PRESENTATION	2/2/12	CHARLOTTE, NC	\$994	3
TILTON, FREDERICK E	CERTIFICATE MANAGEMENT	1/3/12	OKLAHOMA CITY, OK	\$1,081	4
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	11/15/11	PORTLAND, OR	\$1,248	7
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	10/18/11	DAYTONA BEACH, FL	\$895	3
TILTON, FREDERICK E	CONFERENCE ATTENDANCE	10/5/11	ARIZONA CITY, AZ	\$1,303	12
TONER, KARLIN ROTH	SPEECH OR PRESENTATION	11/7/12	CAMBRIDGE, MA	\$649	2
TONER, KARLIN ROTH	SPEECH OR PRESENTATION	5/22/12	SAN FRANCISCO, CA	\$851	4
TONER, KARLIN ROTH	OTHER TRAVEL	4/26/12	SHEPHERDSTOWN, WV	\$255	2
TONER, KARLIN ROTH	SPEECH OR PRESENTATION	4/17/12	OHIO CITY, OH	\$618	2
TONER, KARLIN ROTH	SPEECH OR PRESENTATION	3/2/12	AMSTERDAM, HOL	\$2,961	6.5
TONER, KARLIN ROTH	SPEECH OR PRESENTATION	2/29/12	BRUSSELS, BEL	\$1,139	2.5
TOWLES, RAYMOND	INFORMATION MEETING	12/10/12	OKLAHOMA CITY, OK	\$1,052	3
TOWLES, RAYMOND	SITE VISIT	10/23/12	SEATTLE, WA	\$1,456	3.5
TOWLES, RAYMOND	SITE VISIT	10/21/12	LOS ANGELES, CA	\$1,040	2.5
TOWLES, RAYMOND	SITE VISIT	5/21/12	SEATTLE, WA	\$1,547	5
TOWLES, RAYMOND	INFORMATION MEETING	5/8/12	SAN DIEGO, CA	\$2,120	3
TOWLES, RAYMOND	SITE VISIT	4/24/12	SHEPHERDSTOWN, WV	\$553	4
TOWLES, RAYMOND	INFORMATION MEETING	4/23/12	DALLAS, TX	\$2,408	2
TOWLES, RAYMOND	INFORMATION MEETING	2/28/12	ATLANTA, GA	\$596	2
TOWLES, RAYMOND	INFORMATION MEETING	10/19/11	PALM COAST, FL	\$1,175	3
TUCKER JR, JOSEPH ROBBINS	INFORMATION MEETING	12/4/12	ATLANTA, GA	\$838	3
TUCKER JR, JOSEPH ROBBINS	INFORMATION MEETING	9/17/12	CAMBRIDGE, MA	\$961	3
TUCKER JR, JOSEPH ROBBINS	TRAINING ATTENDANCE	8/20/12	HERSHEY, PA	\$1,030	5
TUCKER JR, JOSEPH ROBBINS	SITE VISIT	7/24/12	GARDEN CITY, NY	\$500	2
TUCKER JR, JOSEPH ROBBINS	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$514	4
TUCKER JR, JOSEPH ROBBINS	INFORMATION MEETING	1/18/12	BOSTON, MA	\$847	3
TURNER, VAUGHN A	INFORMATION MEETING	3/26/13	SACRAMENTO, CA	\$1,676	4
TURNER, VAUGHN A	INFORMATION MEETING	3/1/13	MEMPHIS, TN	\$827	2
TURNER, VAUGHN A	INFORMATION MEETING	2/20/13	CHICAGO, IL	\$689	2
TURNER, VAUGHN A	INFORMATION MEETING	2/13/13	OTTAWA, CAN	\$1,920	4
TURNER, VAUGHN A	INFORMATION MEETING	2/8/13	PEACHTREE CITY, GA	\$663	2
TURNER, VAUGHN A	INFORMATION MEETING	2/5/13	OKLAHOMA CITY, OK	\$1,211	3
TURNER, VAUGHN A	INFORMATION MEETING	12/5/12	ATLANTA, GA	\$893	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
TURNER, VAUGHN A	INFORMATION MEETING	11/29/12	BURLINGAME, CA	\$1,132	3.5
TURNER, VAUGHN A	INFORMATION MEETING	11/27/12	SEATTLE, WA	\$808	2.5
TURNER, VAUGHN A	INFORMATION MEETING	11/9/12	FARMINGVILLE, NY	\$766	2
TURNER, VAUGHN A	INFORMATION MEETING	11/4/12	JACKSONVILLE, FL	\$13	0.5
TURNER, VAUGHN A	INFORMATION MEETING	11/2/12	UNIONDALE, NY	\$64	2.5
TURNER, VAUGHN A	INFORMATION MEETING	10/31/12	FORT WORTH, TX	\$1,221	2
TURNER, VAUGHN A	TRAINING ATTENDANCE	9/23/12	PHILADELPHIA, PA	\$678	4
TURNER, VAUGHN A	SPEECH OR PRESENTATION	9/4/12	BLOOMINGTON, MN	\$1,335	3
TURNER, VAUGHN A	SPEECH OR PRESENTATION	8/29/12	LAS VEGAS, NV	\$1,238	2
TURNER, VAUGHN A	SITE VISIT	8/16/12	ATLANTIC CITY, NJ	\$29	1
TURNER, VAUGHN A	SITE VISIT	7/16/12	ATLANTIC CITY, NJ	\$29	1
TURNER, VAUGHN A	SITE VISIT	5/13/12	LOS ANGELES, CA	\$1,832	4
TURNER, VAUGHN A	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$286	2
TURNER, VAUGHN A	INFORMATION MEETING	2/28/12	NEW YORK, NY	\$907	1.5
TURNER, VAUGHN A	INFORMATION MEETING	2/27/12	HOUSTON, TX	\$907	1.5
TURNER, VAUGHN A	INFORMATION MEETING	2/16/12	ATLANTA, GA	\$712	2
TURNER, VAUGHN A	INFORMATION MEETING	12/12/11	ATLANTA, GA	\$1,094	3
TURNER, VAUGHN A	OTHER TRAVEL	11/8/11	ATLANTA, GA	\$1,051	3
TURNER, VAUGHN A	OTHER TRAVEL	10/24/11	NEW YORK, NY	\$1,748	5
TURNER, VAUGHN A	OTHER TRAVEL	10/3/11	OKLAHOMA CITY, OK	\$1,283	3
VAN LAAK, JAMES EARL	INFORMATION MEETING	3/10/13	WASHINGTON, DC	\$643	3
VAN LAAK, JAMES EARL	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$453	2
VAN LAAK, JAMES EARL	CONFERENCE ATTENDANCE	2/5/13	WASHINGTON, DC	\$884	3
VAN LAAK, JAMES EARL	INFORMATION MEETING	1/27/13	WASHINGTON, DC	\$639	3
VAN LAAK, JAMES EARL	INFORMATION MEETING	1/17/13	WASHINGTON, DC	\$265	1
VAN LAAK, JAMES EARL	INFORMATION MEETING	12/6/12	LOS ANGELES, CA	\$517	1.5
VAN LAAK, JAMES EARL	INFORMATION MEETING	12/4/12	MOJAVE, CA	\$689	2
VAN LAAK, JAMES EARL	INFORMATION MEETING	12/3/12	LOS ANGELES, CA	\$517	1.5
VAN LAAK, JAMES EARL	CONFERENCE ATTENDANCE	10/16/12	LAS CRUCES, NM	\$2,312	5
VAN LAAK, JAMES EARL	INFORMATION MEETING	9/19/12	HAMPTON, VA	\$329	3
VAN LAAK, JAMES EARL	INFORMATION MEETING	5/22/12	HOUSTON, TX	\$2,008	4
VAN LAAK, JAMES EARL	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$245	2
VAN LAAK, JAMES EARL	TRAINING ATTENDANCE	3/15/12	DULLES, VA	\$60	0.5
VAN LAAK, JAMES EARL	TRAINING ATTENDANCE	3/12/12	WARRENTON, VA	\$301	2.5
VAN LAAK, JAMES EARL	INFORMATION MEETING	1/17/12	BOULDER, CO	\$1,777	4
VAN LAAK, JAMES EARL	INFORMATION MEETING	12/8/11	STEVENSVILLE, MD	\$266	2
VEATCH, DAWN H	CONFERENCE ATTENDANCE	12/1/12	MIAMI, FL	\$1,696	6
VEATCH, DAWN H	OTHER TRAVEL	11/11/12	ORLANDO, FL	\$725	4
VEATCH, DAWN H	INFORMATION MEETING	10/20/12	SANTIAGO, CHI	\$3,540	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
VEATCH, DAWN H	INFORMATION MEETING	10/8/12	BRASILIA, BRA	\$2,930	4
VEATCH, DAWN H	INFORMATION MEETING	10/11/12	MARTINIQUE, MRT	\$3,102	5
VEATCH, DAWN H	INFORMATION MEETING	8/14/12	SEATTLE, WA	\$2,033	4
VEATCH, DAWN H	INFORMATION MEETING	8/6/12	GUAYAQUIL, ECU	\$2,074	4
VEATCH, DAWN H	INFORMATION MEETING	7/18/12	PANAMA CITY, PAN	\$247	2.5
VEATCH, DAWN H	INFORMATION MEETING	7/15/12	SAN JOSE, CRC	\$346	3.5
VEATCH, DAWN H	INFORMATION MEETING	6/19/12	BOGOTA, COL	\$2,707	4
VEATCH, DAWN H	INFORMATION MEETING	5/21/12	MEXICO CITY, MEX	\$2,465	4
VEATCH, DAWN H	INFORMATION MEETING	5/17/12	ATLANTA, GA	\$521	1
VEATCH, DAWN H	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$292	2
VEATCH, DAWN H	INFORMATION MEETING	3/13/12	MONTEGO BAY, JAM	\$1,548	4
VEATCH, DAWN H	INFORMATION MEETING	3/6/12	OTTAWA, CAN	\$1,558	2
VEATCH, DAWN H	CONFERENCE ATTENDANCE	11/14/11	RIO DE JANEIRO, BRA	\$3,104	4.5
VEATCH, DAWN H	CONFERENCE ATTENDANCE	11/8/11	PALM COAST, FL	\$4,484	6.5
VEATCH, DAWN H	SPEECH OR PRESENTATION	10/17/11	MIAMI, FL	\$1,571	4
VERNON, KATHRYN M	INFORMATION MEETING	2/26/13	WASHINGTON, DC	\$1,783	5
VERNON, KATHRYN M	INFORMATION MEETING	2/11/13	WASHINGTON, DC	\$1,712	5
VERNON, KATHRYN M	SITE VISIT	12/13/12	DENVER, CO	\$792	4
VERNON, KATHRYN M	SITE VISIT	12/11/12	PORTLAND, OR	\$193	2
VERNON, KATHRYN M	INFORMATION MEETING	11/25/12	WASHINGTON, DC	\$1,641	5
VERNON, KATHRYN M	OTHER TRAVEL	11/5/12	WASHINGTON, DC	\$3,327	11
VERNON, KATHRYN M	OTHER TRAVEL	9/10/12	SALT LAKE CITY, UT	\$501	2.5
VERNON, KATHRYN M	OTHER TRAVEL	9/6/12	TACOMA, WA	\$901	4.5
VERNON, KATHRYN M	INFORMATION MEETING	7/10/12	OKLAHOMA CITY, OK	\$694	3
VERNON, KATHRYN M	OTHER TRAVEL	5/8/12	WASHINGTON, DC	\$25,309	90
VERNON, KATHRYN M	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,242	5
VERNON, KATHRYN M	SITE VISIT	4/20/12	SAINT GEORGE, UT	\$763	2
VERNON, KATHRYN M	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$1,904	5
VERNON, KATHRYN M	CONFERENCE ATTENDANCE	2/29/12	BOZEMAN, MT	\$909	3
VERNON, KATHRYN M	INFORMATION MEETING	2/13/12	PALM COAST, FL	\$1,420	4
VERNON, KATHRYN M	SPEECH OR PRESENTATION	2/6/12	DENVER, CO	\$515	2
VERNON, KATHRYN M	SITE VISIT	1/18/12	DENVER, CO	\$966	4
VIOLA, JAMES ANGELO	CONFERENCE ATTENDANCE	3/3/13	LAS VEGAS, NV	\$1,056	6
VIOLA, JAMES ANGELO	CONFERENCE ATTENDANCE	2/19/13	AUBURN, AL	\$419	3
VIOLA, JAMES ANGELO	CONFERENCE ATTENDANCE	1/23/13	FORT WORTH, TX	\$653	3
VIOLA, JAMES ANGELO	INFORMATION MEETING	10/10/12	PALM SPRINGS, CA	\$918	5
VIOLA, JAMES ANGELO	SITE VISIT	9/17/12	TORRANCE, CA	\$1,701	5
VIOLA, JAMES ANGELO	CONFERENCE ATTENDANCE	8/12/12	LONG BEACH, CA	\$1,663	6
VIOLA, JAMES ANGELO	CONFERENCE ATTENDANCE	7/16/12	MONTREAL, CAN	\$1,345	5

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
VIOLA, JAMES ANGELO	CONFERENCE ATTENDANCE	6/11/12	CLEVELAND, OH	\$529	4
VIOLA, JAMES ANGELO	SITE VISIT	5/1/12	FORT WORTH, TX	\$676	3.5
VIOLA, JAMES ANGELO	SITE VISIT	4/30/12	AUSTIN, TX	\$290	1.5
VIOLA, JAMES ANGELO	SITE VISIT	3/11/12	CAPE TOWN, SAF	\$5,436	7
VIOLA, JAMES ANGELO	SITE VISIT	2/15/12	AUBURN, AL	\$533	2.5
VIOLA, JAMES ANGELO	SITE VISIT	2/10/12	DALLAS, TX	\$1,172	5.5
VIOLA, JAMES ANGELO	OTHER TRAVEL	1/30/12	LEES SUMMIT, MO	\$545	4
VIOLA, JAMES ANGELO	SITE VISIT	12/15/11	DAYTONA BEACH, FL	\$176	1.5
VIOLA, JAMES ANGELO	SITE VISIT	12/14/11	ORLANDO, FL	\$176	1.5
VIOLA, JAMES ANGELO	SITE VISIT	11/7/11	FORT WORTH, TX	\$758	4
VIOLA, JAMES ANGELO	SITE VISIT	10/13/11	PEMBROKE PINES, FL	\$337	2
VOSS, WILLIAM T	TRAINING ATTENDANCE	12/3/12	OKLAHOMA CITY, OK	\$1,256	5
VOSS, WILLIAM T	TRAINING ATTENDANCE	9/10/12	OKLAHOMA CITY, OK	\$1,990	10
VOSS, WILLIAM T	TRAINING ATTENDANCE	6/18/12	OKLAHOMA CITY, OK	\$1,494	6
VOSS, WILLIAM T	TRAINING ATTENDANCE	4/8/12	OKLAHOMA CITY, OK	\$1,493	6
WALEN, DAVID BRENT	INFORMATION MEETING	3/19/13	WASHINGTON, DC	\$1,590	4
WALEN, DAVID BRENT	INFORMATION MEETING	2/25/13	WASHINGTON, DC	\$1,379	4
WALEN, DAVID BRENT	INFORMATION MEETING	1/28/13	SANTA FE, NM	\$1,444	5
WALEN, DAVID BRENT	INFORMATION MEETING	1/14/13	WASHINGTON, DC	\$1,728	5
WALEN, DAVID BRENT	INFORMATION MEETING	11/6/12	FORT WORTH, TX	\$1,283	4
WALEN, DAVID BRENT	INFORMATION MEETING	9/24/12	STILLWATER, OK	\$1,160	4
WALEN, DAVID BRENT	INFORMATION MEETING	9/17/12	ANCHORAGE, AK	\$2,215	5
WALEN, DAVID BRENT	INFORMATION MEETING	9/11/12	KANSAS CITY, MO	\$1,091	3
WALEN, DAVID BRENT	INFORMATION MEETING	8/2/12	OKLAHOMA CITY, OK	\$583	1.5
WALEN, DAVID BRENT	INFORMATION MEETING	8/1/12	DENVER, CO	\$583	1.5
WALEN, DAVID BRENT	INFORMATION MEETING	7/24/12	BURLINGTON, MA	\$1,647	4
WALEN, DAVID BRENT	CERTIFICATE MANAGEMENT	6/29/12	LONDON, GBR	\$1,134	1.5
WALEN, DAVID BRENT	CERTIFICATE MANAGEMENT	6/26/12	TOULOUSE, FRA	\$2,646	3.5
WALEN, DAVID BRENT	INFORMATION MEETING	6/4/12	CHICAGO, IL	\$1,494	4
WALEN, DAVID BRENT	INFORMATION MEETING	5/21/12	CORNWALL ONTARIO, CAN	\$1,792	4
WALEN, DAVID BRENT	INFORMATION MEETING	4/16/12	WICHITA, KS	\$1,956	5
WALEN, DAVID BRENT	INFORMATION MEETING	3/19/12	LONG BEACH, CA	\$1,076	4
WALEN, DAVID BRENT	INFORMATION MEETING	3/13/12	WASHINGTON, DC	\$1,200	3
WALEN, DAVID BRENT	INFORMATION MEETING	1/23/12	SAN ANTONIO, TX	\$1,319	5
WARREN, MARC L	CONFERENCE ATTENDANCE	12/18/12	ATLANTA, GA	\$692	2
WARREN, MARC L	CONFERENCE ATTENDANCE	10/24/12	NEW ORLEANS, LA	\$1,206	4
WARREN, MARC L	INFORMATION MEETING	8/22/12	SEATTLE, WA	\$1,175	2.5
WARREN, MARC L	INFORMATION MEETING	8/20/12	LOS ANGELES, CA	\$1,175	2.5
WARREN, MARC L	SPEECH OR PRESENTATION	6/12/12	PALM COAST, FL	\$1,217	2

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
WARREN, MARC L	SITE VISIT	6/5/12	OKLAHOMA CITY, OK	\$1,292	4
WARREN, MARC L	TRAINING ATTENDANCE	4/26/12	SHEPHERDSTOWN, WV	\$287	2
WARREN, MARC L	SPEECH OR PRESENTATION	11/6/11	PALM COAST, FL	\$594	4
WARREN, MARC L	SPEECH OR PRESENTATION	10/16/11	LAS VEGAS, NV	\$1,576	4.5
WARREN, MARC L	SPEECH OR PRESENTATION	10/15/11	SAN DIEGO, CA	\$525	1.5
WASSMER, VICTORIA B	SITE VISIT	1/16/13	OKLAHOMA CITY, OK	\$926	3
WASSMER, VICTORIA B	SITE VISIT	12/10/12	OKLAHOMA CITY, OK	\$877	3
WASSMER, VICTORIA B	SITE VISIT	10/23/12	RENTON, WA	\$1,452	3.5
WASSMER, VICTORIA B	SITE VISIT	10/21/12	LAWNDALE, CA	\$1,037	2.5
WASSMER, VICTORIA B	SITE VISIT	8/21/12	DES PLAINES, IL	\$556	2
WASSMER, VICTORIA B	SITE VISIT	6/26/12	FORT WORTH, TX	\$803	2
WASSMER, VICTORIA B	SPEECH OR PRESENTATION	6/20/12	JACKSONVILLE, NY	\$398	1
WASSMER, VICTORIA B	SITE VISIT	5/5/12	ANCHORAGE, AK	\$2,179	6
WASSMER, VICTORIA B	OTHER TRAVEL	4/24/12	SHEPHERDSTOWN, WV	\$502	4
WASSMER, VICTORIA B	CONFERENCE ATTENDANCE	3/26/12	PALM COAST, FL	\$865	2
WASSMER, VICTORIA B	SITE VISIT	3/13/12	JACKSONVILLE, NY	\$436	2
WASSMER, VICTORIA B	INFORMATION MEETING	2/13/12	PALM COAST, FL	\$1,154	3
WASSMER, VICTORIA B	SITE VISIT	12/5/11	OKLAHOMA CITY, OK	\$791	3
WEINGART, DAVID H	CONFERENCE ATTENDANCE	2/10/13	MADRID, ESP	\$2,342	3
WEINGART, DAVID H	INFORMATION MEETING	1/30/13	SEATTLE, WA	\$708	2
WEINGART, DAVID H	SITE VISIT	12/11/12	OKLAHOMA CITY, OK	\$933	3
WEINGART, DAVID H	SITE VISIT	11/20/12	NEW YORK, NY	\$401	1
WEINGART, DAVID H	SPEECH OR PRESENTATION	10/11/12	LOS ANGELES, CA	\$626	1.5
WEINGART, DAVID H	SPEECH OR PRESENTATION	10/10/12	WICHITA, KS	\$626	1.5
WEINGART, DAVID H	CONFERENCE ATTENDANCE	7/25/12	OSHKOSH, WI	\$451	2
WEINGART, DAVID H	SPEECH OR PRESENTATION	6/11/12	BOSTON, MA	\$698	3
WEINGART, DAVID H	INFORMATION MEETING	5/22/12	KANSAS CITY, MO	\$1,254	2
WEINGART, DAVID H	OTHER TRAVEL	5/9/12	MEMPHIS, TN	\$225	2
WEINGART, DAVID H	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$144	2
WEINGART, DAVID H	OTHER TRAVEL	2/20/12	OKLAHOMA CITY, OK	\$640	3
WEINGART, DAVID H	INFORMATION MEETING	2/1/12	ATLANTA, GA	\$575	2
WEINGART, DAVID H	OTHER TRAVEL	11/11/11	DUBAI, UAE	\$4,193	6
WEINGART, DAVID H	OTHER TRAVEL	10/19/11	MEMPHIS, TN	\$243	2
WEINGART, DAVID H	CONFERENCE ATTENDANCE	10/9/11	LAS VEGAS, NV	\$1,707	3
WHITE, JAMES ROBERT	INFORMATION MEETING	3/18/13	ATLANTIC CITY, NJ	\$605	3
WHITE, JAMES ROBERT	INFORMATION MEETING	2/24/13	HONOLULU, HI	\$3,477	7
WHITE, JAMES ROBERT	INFORMATION MEETING	11/25/12	MONTREAL, CAN	\$1,322	3
WHITE, JAMES ROBERT	INFORMATION MEETING	11/11/12	HONOLULU, HI	\$2,822	7
WHITE, JAMES ROBERT	INFORMATION MEETING	10/4/12	NEW DELHI, IND	\$4,532	11

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	9/15/12	HO CHI MINH CITY, VIE	\$3,262	7
WHITE, JAMES ROBERT	INFORMATION MEETING	9/7/12	CALGARY, CAN	\$2,114	4
WHITE, JAMES ROBERT	INFORMATION MEETING	8/26/12	BOSTON, MA	\$631	2
WHITE, JAMES ROBERT	SPEECH OR PRESENTATION	8/19/12	MONTREAL, CAN	\$1,642	3
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	7/14/12	SAN JOSE, CRC	\$1,903	5
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	6/25/12	KAOHSIUNG, TPE	\$3,383	6
WHITE, JAMES ROBERT	INFORMATION MEETING	5/6/12	HONOLULU, HI	\$3,062	6
WHITE, JAMES ROBERT	INFORMATION MEETING	4/22/12	AMSTERDAM, HOL	\$3,755	8
WHITE, JAMES ROBERT	INFORMATION MEETING	3/13/12	ATLANTIC CITY, NJ	\$626	3
WHITE, JAMES ROBERT	INFORMATION MEETING	3/7/12	MONTEGO BAY, JAM	\$1,664	4
WHITE, JAMES ROBERT	INFORMATION MEETING	2/24/12	BANGKOK, THA	\$228	0.5
WHITE, JAMES ROBERT	INFORMATION MEETING	2/17/12	BANGKOK, THA	\$3,424	7.5
WHITE, JAMES ROBERT	SITE VISIT	1/8/12	JACKSONVILLE, NY	\$3,292	11
WHITE, JAMES ROBERT	INFORMATION MEETING	11/27/11	HONOLULU, HI	\$3,571	5
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	10/30/11	SINGAPORE, SIN	\$5,373	7
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	10/15/11	SYDNEY, AUS	\$302	0.5
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	10/8/11	NEW CALEDONIA, NCD	\$4,227	7
WHITE, JAMES ROBERT	CONFERENCE ATTENDANCE	10/6/11	SYDNEY, AUS	\$1,510	2.5
WHITLEY, PAMELA DENISE	INFORMATION MEETING	2/5/13	SALT LAKE CITY, UT	\$1,361	4
WHITLEY, PAMELA DENISE	SITE VISIT	1/29/13	ATLANTIC CITY, NJ	\$829	4
WHITLEY, PAMELA DENISE	INFORMATION MEETING	11/13/12	ATLANTIC CITY, NJ	\$224	2
WHITLEY, PAMELA DENISE	INFORMATION MEETING	9/9/12	ATLANTIC CITY, NJ	\$838	4
WHITLEY, PAMELA DENISE	SITE VISIT	8/29/12	NEW YORK, NY	\$181	1
WHITLEY, PAMELA DENISE	SITE VISIT	8/14/12	ATLANTIC CITY, NJ	\$654	3
WHITLEY, PAMELA DENISE	INFORMATION MEETING	7/23/12	ATLANTIC CITY, NJ	\$685	2
WHITLEY, PAMELA DENISE	TRAINING ATTENDANCE	6/17/12	ATLANTIC CITY, NJ	\$656	3
WHITLEY, PAMELA DENISE	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$289	2
WHITLEY, PAMELA DENISE	INFORMATION MEETING	11/16/11	DAYTONA BEACH, FL	\$643	2
WILLIAMS, JAMES HENRY	CONFERENCE ATTENDANCE	12/3/12	ALBUQUERQUE, NM	\$1,346	4
WILLIAMS, JAMES HENRY	INFORMATION MEETING	11/14/12	PALMDALE, CA	\$1,240	3
WILLIAMS, JAMES HENRY	CONFERENCE ATTENDANCE	9/24/12	ANCHORAGE, AK	\$3,423	5
WILLIAMS, JAMES HENRY	INFORMATION MEETING	9/19/12	PORTLAND, OR	\$1,136	2.5
WILLIAMS, JAMES HENRY	INFORMATION MEETING	9/18/12	FREMONT, CA	\$681	1.5
WILLIAMS, JAMES HENRY	CONFERENCE ATTENDANCE	8/15/12	HARTFORD, CT	\$1,327	1
WILLIAMS, JAMES HENRY	CONFERENCE ATTENDANCE	8/6/12	LAS VEGAS, NV	\$1,469	5
WILLIAMS, JAMES HENRY	INFORMATION MEETING	6/18/12	DAYTON, OH	\$1,551	3
WILLIAMS, JAMES HENRY	CONFERENCE ATTENDANCE	5/21/12	GRAND FORKS, ND	\$1,404	4
WILLIAMS, JAMES HENRY	INFORMATION MEETING	5/14/12	PALMDALE, CA	\$1,576	4
WILLIAMS, JAMES HENRY	INFORMATION MEETING	5/1/12	ATLANTA, GA	\$935	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
WILLIAMS, JAMES HENRY	INFORMATION MEETING	4/25/12	SHEPHERDSTOWN, WV	\$362	3
WILLIAMS, JAMES HENRY	SITE VISIT	4/15/12	TUCSON, AZ	\$1,208	3
WILLIAMS, JAMES HENRY	INFORMATION MEETING	3/6/12	ATLANTIC CITY, NJ	\$236	1
WILLIAMS, JAMES HENRY	INFORMATION MEETING	2/21/12	ATLANTIC CITY, NJ	\$27	1
WILLIAMS, JAMES HENRY	TRAINING ATTENDANCE	1/30/12	PALM COAST, FL	\$658	7
WILLIAMS, JAMES HENRY	INFORMATION MEETING	1/24/12	ATLANTIC CITY, NJ	\$405	3
WILLIAMS, JAMES HENRY	INFORMATION MEETING	10/20/11	ATLANTIC CITY, NJ	\$27	1
WILLIAMS, JAMES HENRY	CONFERENCE ATTENDANCE	10/15/11	ORLANDO, FL	\$1,147	5
WILLIAMS, JAMES HENRY	INFORMATION MEETING	10/6/11	ATLANTA, GA	\$620	5
WINSTON, THOMAS A	INFORMATION MEETING	2/20/13	WASHINGTON, DC	\$1,170	3
WINSTON, THOMAS A	INFORMATION MEETING	2/4/13	WASHINGTON, DC	\$1,738	5
WINSTON, THOMAS A	INFORMATION MEETING	12/10/12	WASHINGTON, DC	\$1,434	4
WINSTON, THOMAS A	INFORMATION MEETING	12/5/12	DALLAS, TX	\$675	1.5
WINSTON, THOMAS A	INFORMATION MEETING	12/3/12	MIAMI-DADE, FL	\$1,125	2.5
WINSTON, THOMAS A	SITE VISIT	11/14/12	TAMPA, FL	\$1,738	6
WINSTON, THOMAS A	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$1,940	5
WINSTON, THOMAS A	SITE VISIT	10/1/12	MINNEAPOLIS, MN	\$1,438	2
WINSTON, THOMAS A	SITE VISIT	9/24/12	LOUISVILLE, KY	\$1,267	1
WINSTON, THOMAS A	INFORMATION MEETING	9/20/12	SAVANNAH, GA	\$909	1
WINSTON, THOMAS A	INFORMATION MEETING	8/27/12	WASHINGTON, DC	\$1,647	5
WINSTON, THOMAS A	INFORMATION MEETING	8/21/12	WASHINGTON, DC	\$376	1
WINSTON, THOMAS A	INFORMATION MEETING	8/1/12	LONG BEACH, CA	\$1,531	3
WINSTON, THOMAS A	INFORMATION MEETING	7/10/12	MIRAMAR, FL	\$933	3
WINSTON, THOMAS A	INFORMATION MEETING	6/19/12	BOGOTA, COL	\$2,264	4
WINSTON, THOMAS A	INFORMATION MEETING	5/9/12	FORT LAUDERDALE, FL	\$433	1
WINSTON, THOMAS A	INFORMATION MEETING	5/1/12	FORT LAUDERDALE, FL	\$627	2
WINSTON, THOMAS A	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,001	4
WINSTON, THOMAS A	INFORMATION MEETING	3/26/12	WASHINGTON, DC	\$1,610	3
WINSTON, THOMAS A	INFORMATION MEETING	3/22/12	WASHINGTON, DC	\$803	2
WINSTON, THOMAS A	INFORMATION MEETING	3/5/12	WASHINGTON, DC	\$1,762	4
WINSTON, THOMAS A	INFORMATION MEETING	2/21/12	MIRAMAR, FL	\$1,075	3
WINSTON, THOMAS A	INFORMATION MEETING	2/9/12	DALLAS, TX	\$806	2
WINSTON, THOMAS A	TRAINING ATTENDANCE	1/23/12	PALM COAST, FL	\$631	2
WINSTON, THOMAS A	INFORMATION MEETING	1/8/12	WASHINGTON, DC	\$1,828	5
WINSTON, THOMAS A	INFORMATION MEETING	12/5/11	WASHINGTON, DC	\$1,050	3
WINSTON, THOMAS A	SITE VISIT	11/15/11	RIO DE JANEIRO, BRA	\$2,628	4
WINSTON, THOMAS A	SITE VISIT	11/9/11	SAN JUAN, PR	\$1,682	2
WINSTON, THOMAS A	INFORMATION MEETING	10/24/11	PALM COAST, FL	\$716	3
WINSTON, THOMAS A	INFORMATION MEETING	10/17/11	MIAMI, FL	\$1,315	4

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	12/14/12	SAN FRANCISCO, CA	\$236	1
WITHYCOMBE, WILLIAM CHARLES	TRAINING ATTENDANCE	11/26/12	WASHINGTON, DC	\$1,363	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	11/13/12	WASHINGTON, DC	\$1,619	4
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	10/15/12	WASHINGTON, DC	\$2,118	5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	10/5/12	SACRAMENTO, CA	\$346	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	9/30/12	CARSON CITY, NV	\$1,254	4
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	9/26/12	HONOLULU, HI	\$1,166	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	9/18/12	GRAND CANYON, AZ	\$786	1.5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	9/18/12	LAS VEGAS, NV	\$262	0.5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	9/10/12	SALT LAKE CITY, UT	\$745	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	8/28/12	BOSTON, MA	\$1,211	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	8/24/12	SACRAMENTO, CA	\$190	0.5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	8/23/12	OAKLAND, CA	\$569	1.5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	7/24/12	SEATTLE, WA	\$1,156	2
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	7/19/12	SAN JOSE, CA	\$586	2
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	7/16/12	WASHINGTON, DC	\$1,414	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	7/8/12	SAN FRANCISCO, CA	\$426	2
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	6/29/12	LAS VEGAS, NV	\$280	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	5/15/12	SAN FRANCISCO, CA	\$526	2
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	5/14/12	LAS VEGAS, NV	\$340	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	5/2/12	PHOENIX, AZ	\$420	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	4/24/12	SHEPHERDSTOWN, WV	\$1,114	6
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	4/23/12	SAN FRANCISCO, CA	\$384	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	4/9/12	WASHINGTON, DC	\$2,186	7
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	3/28/12	HONOLULU, HI	\$1,177	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	3/19/12	OAKLAND, CA	\$540	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	3/15/12	HONOLULU, HI	\$866	1.5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	3/11/12	GUAM, GU	\$2,309	4
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	3/7/12	HONOLULU, HI	\$2,020	3.5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	2/27/12	BOSTON, MA	\$1,131	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	2/13/12	PALM COAST, FL	\$1,278	5
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	1/25/12	SAN FRANCISCO, CA	\$261	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	12/1/11	SAN FRANCISCO, CA	\$474	1
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	11/8/11	HONOLULU, HI	\$1,317	3
WITHYCOMBE, WILLIAM CHARLES	INFORMATION MEETING	10/24/11	DES PLAINES, IL	\$1,625	8
WITHYCOMBE, WILLIAM CHARLES	SPEECH OR PRESENTATION	10/16/11	LAS VEGAS, NV	\$735	2
WONG, ALICE A	CONFERENCE ATTENDANCE	6/25/12	CHICAGO, IL	\$1,247	5
WONG, ALICE A	INFORMATION MEETING	4/26/12	SHEPHERDSTOWN, WV	\$272	2
WONG, ALICE A	CONFERENCE ATTENDANCE	4/10/12	NEW ORLEANS, LA	\$1,235	3

Traveler Name	Trip Purpose Code	Arrival Date	Destination	Travel Cost	Travel Days
WONG, ALICE A	SITE VISIT	12/6/11	OKLAHOMA CITY, OK	\$838	2
ZAMKA, GEORGE DAVID	OTHER TRAVEL	1/17/13	WASHINGTON, DC	\$875	2
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	3/24/13	WASHINGTON, DC	\$2,520	6
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	3/10/13	WASHINGTON, DC	\$2,670	6
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	2/19/13	WASHINGTON, DC	\$1,893	4
ZENKOVICH, MICHAEL JOHN	CONFERENCE ATTENDANCE	2/3/13	WASHINGTON, DC	\$2,755	7
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	1/22/13	WASHINGTON, DC	\$1,861	4
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	1/2/13	WASHINGTON, DC	\$1,603	3
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	12/9/12	WASHINGTON, DC	\$2,403	6
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	12/5/12	WASHINGTON, DC	\$1,261	2
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	11/26/12	WASHINGTON, DC	\$2,234	5
ZENKOVICH, MICHAEL JOHN	OTHER TRAVEL	11/4/12	WASHINGTON, DC	\$2,406	6
ZENKOVICH, MICHAEL JOHN	CERTIFICATE MANAGEMENT	10/28/12	WASHINGTON, DC	\$2,461	6
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	10/14/12	WASHINGTON, DC	\$2,745	6
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	9/24/12	JACKSONVILLE, NY	\$2,553	1
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	8/26/12	WASHINGTON, DC	\$2,239	6
ZENKOVICH, MICHAEL JOHN	CONFERENCE ATTENDANCE	8/13/12	DES PLAINES, IL	\$2,017	5
ZENKOVICH, MICHAEL JOHN	CONFERENCE ATTENDANCE	7/23/12	RENTON, WA	\$1,874	5
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	5/15/12	WASHINGTON, DC	\$1,748	4
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	5/1/12	KANSAS CITY, MO	\$1,809	3
ZENKOVICH, MICHAEL JOHN	CONFERENCE ATTENDANCE	4/24/12	SHEPHERDSTOWN, WV	\$969	4
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	3/22/12	WASHINGTON, DC	\$1,218	2
ZENKOVICH, MICHAEL JOHN	OTHER TRAVEL	3/13/12	LAWNDAL, CA	\$910	3
ZENKOVICH, MICHAEL JOHN	OTHER TRAVEL	3/4/12	WASHINGTON, DC	\$2,552	6
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	2/21/12	WASHINGTON, DC	\$1,633	4
ZENKOVICH, MICHAEL JOHN	CONFERENCE ATTENDANCE	1/17/12	WASHINGTON, DC	\$1,630	4
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	1/8/12	WASHINGTON, DC	\$2,356	6
ZENKOVICH, MICHAEL JOHN	SPEECH OR PRESENTATION	1/3/12	OKLAHOMA CITY, OK	\$927	2
ZENKOVICH, MICHAEL JOHN	SITE VISIT	12/12/11	LITTLE ROCK, AR	\$931	2
ZENKOVICH, MICHAEL JOHN	SITE VISIT	12/4/11	WASHINGTON, DC	\$2,056	5
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	11/2/11	WASHINGTON, DC	\$1,199	2
ZENKOVICH, MICHAEL JOHN	SITE VISIT	10/13/11	HOUSTON, TX	\$734	1.5
ZENKOVICH, MICHAEL JOHN	SITE VISIT	10/12/11	CHICAGO, IL	\$734	1.5
ZENKOVICH, MICHAEL JOHN	SPEECH OR PRESENTATION	10/7/11	MOUNTAIN VIEW, AR	\$562	4
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	10/5/11	ORLANDO, FL	\$681	1.5
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	10/4/11	ATLANTA, GA	\$454	1
ZENKOVICH, MICHAEL JOHN	INFORMATION MEETING	10/3/11	WASHINGTON, DC	\$681	1.5

**ESTIMATES FOR SERVICES, CONFERENCES, TRAVEL AND
BONUSES**

QUESTION: For all of FY 2012, and for the first two quarters of FY 2013, please provide the amounts and purposes for Senior Executive Service bonuses.

ANSWER:

FAA executives do not receive Senior Executive Service bonuses. Instead, they are eligible for an incentive payment based on individual Short-Term Incentive (STI) plans, which assign responsibility for various combinations of corporate goals and line of business performance goals.

Decisions on FY 2012 STI payouts were deferred as a result of the sequester. No STI payments were made during FY 2012 or for the first two quarters of FY 2013.

Air Traffic Controller Compensation

QUESTION: For Fiscal Year 2012, please provide: Average compensation, including overtime and bonuses, for all air traffic controllers.

ANSWER:

In FY 2012, the average cash compensation for all operational air traffic controllers, including developmental controllers, was approximately \$135,000.

This figure includes salary plus overtime pay, shift differential pay, and other premium pay elements, but excludes the cost of benefits, such as health care and pension contributions.

Air Traffic Controller Compensation

QUESTION: For Fiscal Year 2012, please provide: Average compensation, including overtime and bonuses, for the 100 highest compensated air traffic controllers.

ANSWER:

In FY 2012, the average cash compensation for the 100 highest compensated air traffic controllers was approximately \$255,500.

This figure includes salary plus overtime pay, shift differential pay, and other premium pay elements, but excludes the cost of benefits, such as health care and pension contributions.

Air Traffic Controller Compensation

QUESTION: For Fiscal Year 2012, please provide: Average compensation, including overtime and bonuses, for the 1,000 highest compensated air traffic controllers.

ANSWER:

In FY 2012, the average cash compensation for the 1,000 highest compensated air traffic controllers was approximately \$214,200.

This figure includes salary plus overtime pay, shift differential pay, and other premium pay elements, but excludes the cost of benefits, such as health care and pension contributions.

Air Traffic Controller Compensation

QUESTION: For Fiscal Year 2012, please provide: Average compensation, including overtime and bonuses, for the 5,000 highest compensated air traffic controllers.

ANSWER:

In FY 2012, the average cash compensation for the 5,000 highest compensated air traffic controllers was approximately \$177,100.

This figure includes salary plus overtime pay, shift differential pay, and other premium pay elements, but excludes the cost of benefits, such as health care and pension contributions.

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Air Traffic Controller Compensation

QUESTION: For Fiscal Year 2012, and for the first two quarters of FY 2013, please provide amounts of overtime compensation by air traffic control facility.

ANSWER:

Please see summary below for total overtime costs for operational air traffic controllers for FY 2012 through the second quarter of FY 2013:

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
A11	Anchorage TRACON	\$83,261	\$22,933	\$106,193
A80	Atlanta TRACON	\$1,432,203	\$638,873	\$2,071,076
A90	Boston TRACON	\$23,308	\$5,053	\$28,360
ABE	Allentown Tower	\$36,548	\$10,896	\$47,444
ABI	Abilene Tower	\$36,643	\$16,205	\$52,848
ABQ	Albuquerque Tower	\$31,559	\$33,491	\$65,050
ACK	Nantucket Tower	\$1,838	\$68	\$1,907
ACT	Waco Tower	\$68,332	\$20,436	\$88,768
ACY	Atlantic City Tower	\$62,278	\$8,338	\$70,616
ADS	Addison Tower	\$3,864	\$3,064	\$6,929
ADW	Andrews Tower	\$52,756	\$30,730	\$83,486
AFW	Alliance Tower	\$11,074	\$2,903	\$13,977
AGC	Allegheny Tower	\$81,857	\$17,177	\$99,034
AGS	Augusta Tower	\$21,600	\$5,472	\$27,072
ALB	Albany Tower	\$29,523	\$9,368	\$38,891
ALO	Waterloo Tower	\$4,584	\$3,148	\$7,732
AMA	Amarillo Tower	\$153,922	\$49,833	\$203,755
ANC	Anchorage Tower	\$89,127	\$39,859	\$128,986
APA	Centennial Tower	\$50,854	\$23,714	\$74,568
APC	Napa Tower	\$7,381	\$4,238	\$11,619
ARB	Ann Arbor Tower	\$3,915	\$576	\$4,491
ARR	Aurora Tower	\$103	\$608	\$711
ASE	Aspen Tower	\$6,460	\$13,072	\$19,531
ATL	Atlanta Tower	\$436,429	\$176,372	\$612,801
AUS	Austin Tower	\$326,199	\$99,719	\$425,918

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
AVL	Asheville Tower	\$12,337	\$8,010	\$20,346
AVP	Wilkes-Barre Tower	\$29,770	\$6,683	\$36,453
AZO	Kalamazoo Tower	\$8,543	\$3,719	\$12,262
BDL	Bradley Tower	\$20,075	\$23,097	\$43,173
BED	Hanscom Tower	\$3,049	\$2,649	\$5,698
BFI	Boeing Tower	\$8,144	\$1,753	\$9,898
BFL	Bakersfield Tower	\$6,399	\$7,650	\$14,049
BGM	Binghamton Tower	\$36,029	\$11,160	\$47,189
BGR	Bangor Tower	\$178,903	\$60,671	\$239,575
BHM	Birmingham Tower	\$27,788	\$20,178	\$47,966
BIL	Billings Tower	\$76,953	\$11,899	\$88,853
BIS	Bismarck Tower	\$7,510	\$4,445	\$11,955
BJC	Broomfield Tower	\$3,970	\$5,248	\$9,217
BNA	Nashville Tower	\$19,765	\$11,946	\$31,711
BOI	BOISE Tower	\$37,862	\$11,684	\$49,546
BOS	Boston Tower	\$23,963	\$25,977	\$49,941
BPT	Beaumont Tower	\$910	\$666	\$1,576
BTR	Baton Rouge Tower	\$87,188	\$62,334	\$149,522
BTU	Burlington Tower	\$82,775	\$63,449	\$146,224
BUF	Buffalo Tower	\$14,542	\$3,476	\$18,017
BUR	Burbank Tower	\$115,496	\$55,916	\$171,412
BWI	Baltimore Tower	\$36,658	\$17,011	\$53,669
C90	Chicago TRACON	\$2,320,774	\$1,207,305	\$3,528,079
CAE	Columbia Tower	\$16,714	\$6,243	\$22,957
CAK	Akron-Canton Tower	\$31,254	\$5,855	\$37,108
CCR	Concord Tower	\$7,322	\$6,937	\$14,258
CDW	Caldwell Tower	\$19,794	\$7,014	\$26,808
CHA	Chatanooga Tower	\$26,768	\$9,257	\$36,026
CHS	Charleston Tower	\$12,779	\$5,297	\$18,076
CID	Cedar Rapids Tower	\$566	\$381	\$947
CKB	Clarksburg Tower	\$12,085	\$12,188	\$24,273
CLE	Cleveland Tower	\$82,164	\$35,068	\$117,232
CLT	Charlotte Tower	\$128,846	\$77,563	\$206,409
CMA	Camarillo Tower	\$21,936	\$15,893	\$37,830
CMH	Columbus Tower	\$53,121	\$22,011	\$75,132
CMI	Champaign Tower	\$4,514	\$567	\$5,081
CNO	Chino Tower	\$9,490	\$9,653	\$19,143
COS	Colorado Springs Tower	\$13,846	\$10,932	\$24,779
CPR	Casper Tower	\$10,156	\$6,091	\$16,248
CPS	St. Louis Downtown Tower	\$2,360	\$1,272	\$3,632

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
CRP	Corpus Christi Tower	\$373,410	\$168,734	\$542,145
CRQ	Palomar Tower	\$737	\$764	\$1,501
CRW	Charleston Tower	\$31,804	\$13,585	\$45,388
CSG	Columbus Tower	\$6,073	\$4,980	\$11,053
CVG	Cincinnati Tower	\$17,634	\$5,069	\$22,702
D01	Denver TRACON	\$434,687	\$107,506	\$542,193
D10	Dallas - Ft Worth TRACON	\$478,672	\$407,550	\$886,221
D21	Detroit TRACON	\$251,753	\$140,081	\$391,835
DAB	Daytona Beach Tower	\$505,773	\$177,915	\$683,688
DAL	Dallas Love Tower	\$65,959	\$32,188	\$98,146
DAY	Dayton Tower	\$35,916	\$4,896	\$40,812
DCA	Washington National Tower	\$17,198	\$18,954	\$36,152
DEN	Denver Tower	\$94,614	\$53,872	\$148,486
DFW	Dallas/Forth Worth Tower	\$152,583	\$104,083	\$256,665
DLH	Duluth Tower	\$7,778	\$2,540	\$10,318
DPA	Dupage Tower	\$149,864	\$39,398	\$189,262
DSM	Des Moines Tower	\$5,791	\$4,183	\$9,974
DTW	Detroit Tower	\$98,576	\$98,136	\$196,712
DVT	Deer Valley Tower	\$11,119	\$13,091	\$24,209
DWH	Hooks Tower	\$2,273	\$1,183	\$3,456
E10	High Desert TRACON	\$72,630	\$70,626	\$143,256
ELM	Elmira Tower	\$65,654	\$51,061	\$116,715
ELP	El Paso Tower	\$137,916	\$42,305	\$180,220
EMT	El Monte Tower	\$6,719	\$9,287	\$16,006
ERI	Erie Tower	\$13,531	\$3,489	\$17,020
EUG	Eugene Tower	\$120,579	\$51,197	\$171,776
EVV	Evansville Tower	\$11,856	\$14,333	\$26,189
EWR	Newark Tower	\$156,441	\$58,926	\$215,367
F11	Central Florida TRACON	\$163,758	\$110,276	\$274,034
FAI	Fairbanks Tower	\$179,310	\$22,165	\$201,476
FAR	Fargo Tower	\$15,049	\$2,135	\$17,184
FAT	Fresno Tower	\$41,269	\$35,420	\$76,689
FAY	Fayetteville Tower	\$49,522	\$32,315	\$81,837
FCM	Flying Cloud Tower	\$4,149	\$1,388	\$5,537
FFZ	Falcon Tower	\$14,038	\$16,588	\$30,627
FLI	Fort Lauderdale Tower	\$62,005	\$55,815	\$117,820
FLO	Florence Tower	\$7,515	\$2,116	\$9,631
FNT	Flint Tower	\$25,264	\$9,522	\$34,787
FPR	St Lucie Tower	\$8,116	\$3,283	\$11,399
FRG	Farmingdale Tower	\$21,541	\$7,628	\$29,170

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
FSD	Sioux Falls Tower	\$14,428	\$17,956	\$32,384
FSM	Fort Smith Tower	\$17,115	\$6,702	\$23,817
FTW	Meacham Tower	\$18,352	\$9,926	\$28,278
FWA	Fort Wayne Tower	\$14,320	\$3,281	\$17,601
FXE	Fort Lauderdale Executive Tower	\$70,975	\$20,789	\$91,764
GCN	Grand Canyon Tower	\$4,649	\$3,603	\$8,253
GEG	Spokane Tower	\$166,404	\$63,422	\$229,826
GFK	Grand Forks Tower	\$10,485	\$5,066	\$15,551
GGG	Longview Tower	\$47,330	\$14,887	\$62,217
GPT	Gulfport Tower	\$96,255	\$21,750	\$118,005
GRB	Green Bay Tower	\$24,108	\$4,748	\$28,856
GRR	Grand Rapids Tower	\$13,321	\$1,543	\$14,864
GSO	Greensboro Tower	\$77,020	\$11,740	\$88,760
GSP	Greer Tower	\$4,264	\$1,792	\$6,056
GTF	Great Falls Tower	\$98,921	\$53,473	\$152,394
HCF	Honolulu Control Facility	\$810,488	\$236,101	\$1,046,588
HEF	Manassas Tower	\$18,848	\$5,290	\$24,137
HIO	Hillsboro Tower	\$25,000	\$4,066	\$29,066
HLN	Helena Tower	\$100,389	\$26,470	\$126,860
HOU	Hobby Tower	\$50,916	\$17,394	\$68,310
HPN	Westchester Tower	\$21,612	\$7,229	\$28,841
HSV	Huntsville Tower	\$110,082	\$53,813	\$163,895
HTS	Huntington Tower	\$34,534	\$9,599	\$44,133
HUF	Terre Haute /Hulman ATCT/TRACON	\$27,053	\$10,614	\$37,667
HWD	Hayward Tower	\$14,954	\$4,127	\$19,081
I90	Houston TRACON	\$1,579,814	\$674,357	\$2,254,171
IAD	Dulles Tower	\$143,075	\$23,572	\$166,647
IAH	Houston Intercontinental ATC Tower	\$254,569	\$32,384	\$286,953
ICT	Wichita Tower	\$32,322	\$13,325	\$45,647
ILG	Wilmington Tower	\$26,563	\$9,739	\$36,302
ILM	Wilmington Tower	\$2,944	\$3,925	\$6,869
IND	Indianapolis Tower	\$74,440	\$14,842	\$89,282
ISP	Islip Tower	\$34,330	\$12,014	\$46,344
ITO	Hilo Tower	\$27,286	\$6,070	\$33,357
JAN	Jackson Tower	\$63,334	\$48,405	\$111,739
JAX	Jacksonville Tower	\$650,336	\$243,586	\$893,921
JFK	Kennedy Tower	\$104,009	\$39,118	\$143,127
JNU	Juneau Tower	\$5,768	\$5,624	\$11,392
K90	Cape TRACON	\$44,626	\$2	\$44,628
L30	Las Vegas TRACON	\$258,817	\$98,138	\$356,955

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
LAF	Lafayette Tower	\$702	\$10	\$712
LAN	Lansing Tower	\$39,959	\$28,237	\$68,196
LAS	Las Vegas Tower	\$140,852	\$100,784	\$241,636
LAX	Los Angeles Tower	\$518,442	\$457,690	\$976,131
LBB	Lubbock Tower	\$78,044	\$20,526	\$98,570
LCH	Lake Charles Tower	\$1,413	\$898	\$2,311
LEX	Lexington Tower	\$36,893	\$4,950	\$41,843
LFT	Lafayette Tower	\$14,277	\$21,538	\$35,815
LGA	La Guardia Tower	\$44,752	\$19,194	\$63,947
LGB	Long Beach Tower	\$70,292	\$14,033	\$84,325
LIT	Little Rock Tower	\$18,034	\$7,301	\$25,335
LNK	Lincoln Tower	\$2,073	\$3,123	\$5,196
LOU	Bowman Tower	\$2,996	\$115	\$3,112
LVK	Livermore Tower	\$46,869	\$28,733	\$75,602
M03	Memphis TRACON	\$145,045	\$19,493	\$164,538
M98	Minneapolis TRACON	\$9,093	\$815	\$9,908
MAF	Midland Tower	\$243,173	\$82,743	\$325,915
MBS	Saginaw Tower	\$30,296	\$17,907	\$48,202
MCI	Kansas City Tower	\$14,408	\$4,882	\$19,291
MCO	Orlando Tower	\$98,553	\$63,800	\$162,353
MDT	Harrisburg Intl Tower	\$57,245	\$19,751	\$76,996
MDW	Midway Tower	\$57,431	\$28,084	\$85,515
MEM	Memphis Tower	\$196,860	\$82,737	\$279,597
MFD	Mansfield Tower	\$107,250	\$14,291	\$121,541
MGM	Montgomery Tower	\$31,814	\$16,958	\$48,772
MHT	Manchester Tower	\$19,929	\$2,202	\$22,131
MIA	Miami Tower	\$90,415	\$66,627	\$157,042
MIC	Crystal Tower	\$1,794	\$146	\$1,940
MKC	Weeler Downtown Tower	\$74,471	\$3,024	\$77,494
MKE	Milwaukee Tower	\$720,950	\$425,308	\$1,146,258
MKG	Muskegon Tower	\$9,999	\$3,895	\$13,895
MLI	Quad City Tower	\$4,808	\$29,121	\$33,929
MLU	Monroe Tower	\$82,516	\$10,729	\$93,246
MMU	Morristown Tower	\$9,278	\$9,007	\$18,285
MOB	Mobile Tower	\$5,978	\$5,656	\$11,634
MRI	Merrill Tower	\$31,659	\$9,851	\$41,511
MRY	Monterey Tower	\$52,206	\$14,679	\$66,884
MSN	Madison Tower	\$25,651	\$10,737	\$36,388
MSP	Minneapolis Tower	\$24,143	\$5,392	\$29,535
MSY	New Orleans Tower	\$62,504	\$50,641	\$113,145

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
MWH	Grant County Tower	\$64,323	\$11,810	\$76,133
MYF	Montgomery Tower	\$11,712	\$6,757	\$18,469
MYR	Myrtle Beach Tower	\$500	\$2,917	\$3,417
N90	New York TRACON	\$4,901,690	\$2,862,738	\$7,764,428
NCT	Northern California TRACON	\$1,062,027	\$476,689	\$1,538,716
NEW	Lakefront Tower	\$7,800	\$7,717	\$15,517
NMM	Meridian TRACON	\$28,291	\$17,877	\$46,168
OAK	Oakland Tower	\$235,821	\$99,090	\$334,910
OGG	Maui Tower	\$15,789	\$6,711	\$22,501
OKC	Oklahoma City Tower	\$107,590	\$23,047	\$130,637
OMA	Eppley Tower	\$13,688	\$1,894	\$15,582
ONT	Ontario Tower	\$33,177	\$25,517	\$58,693
ORD	Chicago O'Hare Tower	\$520,316	\$89,890	\$610,206
ORF	Norfolk Tower	\$60,810	\$48,771	\$109,581
ORL	Orlando Executive, FL ATCT Tower	\$7,619	\$1,125	\$8,744
P31	Pensacola TRACON	\$257,965	\$128,145	\$386,110
P50	Phoenix TRACON	\$160,028	\$69,239	\$229,266
P80	Portland TRACON	\$121,505	\$67,744	\$189,249
PAE	Paine Tower	\$11,631	\$8,151	\$19,782
PAO	Palo Alto Tower	\$42,371	\$19,717	\$62,088
PBI	Palm Beach Tower	\$71,171	\$27,647	\$98,818
PCT	Potomac TRACON	\$943,296	\$385,413	\$1,328,709
PDK	DeKalb - Peachtree Tower	\$49,915	\$11,986	\$61,901
PDX	Portland Tower	\$203,924	\$124,925	\$328,849
PHF	Patrick Henry Tower	\$2,741	\$204	\$2,945
PHL	Philadelphia Tower	\$393,060	\$92,202	\$485,262
PHX	Phoenix Tower	\$90,311	\$27,362	\$117,673
PIA	Peoria Tower	\$13,638	\$10,411	\$24,049
PIE	St Petersburg Tower	\$1,654	\$398	\$2,052
PIT	FAA Pittsburgh ATC Tower	\$48,523	\$14,226	\$62,749
PNE	Northeast Philadelphia Tower	\$15,694	\$15,345	\$31,040
PNS	Pensacola Tower	\$6,702	\$2,556	\$9,257
POC	Brackett Tower	\$12,965	\$8,808	\$21,774
POU	Poughkeepsie Tower	\$9,329	\$680	\$10,010
PRC	Prescott Tower	\$215,960	\$33,759	\$249,719
PSC	Pasco Tower	\$18,941	\$5,417	\$24,358
PSP	Palm Springs Tower	\$19,721	\$17,043	\$36,764
PTK	Pontiac Tower	\$38,639	\$8,952	\$47,592
PUB	Pueblo Tower	\$9,686	\$5,538	\$15,224
PVD	Providence Tower	\$13,124	\$252	\$13,376

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
PWK	Chicago Executive Tower	\$15,366	\$8,722	\$24,089
PWM	Portland Tower	\$37,426	\$10,066	\$47,493
R90	Omaha TRACON	\$56,174	\$8,721	\$64,896
RDG	Reading Tower	\$10,655	\$2,976	\$13,631
RDU	Raleigh-Durham Tower	\$22,134	\$8,003	\$30,137
RFD	Rockford Tower	\$37,102	\$29,523	\$66,625
RHV	Reid-Hillview Tower	\$8,635	\$1,764	\$10,399
RIC	Richmond Tower	\$31,694	\$47,309	\$79,003
RNO	Reno Tower	\$30,268	\$11,227	\$41,495
ROA	Roanoke Tower	\$56,016	\$28,428	\$84,444
ROC	Rochester Tower	\$31,454	\$17,825	\$49,279
ROW	Roswell Tower	\$10,759	\$5,403	\$16,162
RST	Rochester Tower	\$10,635	\$2,337	\$12,973
RSW	Fort Myers Tower	\$66,502	\$33,175	\$99,677
RVS	Riverside Tower	\$12,792	\$2,987	\$15,779
S46	Seattle TRACON	\$358,236	\$132,284	\$490,520
S56	Salt Lake City TRACON	\$272,525	\$85,289	\$357,814
SAN	San Diego Tower	\$37,385	\$27,593	\$64,978
SAT	San Antonio Tower	\$310,391	\$115,975	\$426,366
SAV	Savannah Tower	\$7,803	\$3,383	\$11,185
SBA	Santa Barbara Tower	\$105,858	\$45,582	\$151,440
SBN	South Bend Tower	\$83,250	\$32,570	\$115,819
SCK	Stockton Tower	\$7,486	\$4,488	\$11,974
SCT	Southern California TRACON	\$2,533,519	\$1,341,480	\$3,874,999
SDF	Standiford Tower	\$53,222	\$7,403	\$60,625
SDL	Scottsdale Tower	\$17,103	\$12,113	\$29,216
SEA	Seattle Tower	\$111,892	\$23,966	\$135,858
SEE	Gillespie Tower	\$5,113	\$3,716	\$8,829
SFB	Sanford Tower	\$25,266	\$8,925	\$34,191
SFO	San Francisco Tower	\$75,726	\$14,907	\$90,633
SGF	Springfield Tower	\$27,019	\$8,655	\$35,674
SHV	Shreveport Tower	\$92,961	\$31,576	\$124,537
SJC	San Jose Tower	\$55,261	\$17,715	\$72,977
SJU	San Juan Tower	\$59,076	\$10,167	\$69,243
SLC	Salt Lake City Tower	\$60,665	\$53,944	\$114,609
SMF	Sacramento Tower	\$111,330	\$43,508	\$154,838
SMO	Santa Monica Tower	\$12,480	\$4,294	\$16,774
SNA	John Wayne Tower	\$197,240	\$126,677	\$323,917
SPI	Springfield Tower	\$10,837	\$6,908	\$17,746
SRQ	Sarasota Tower	\$5,464	\$4,890	\$10,353

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
STL	St Louis Tower	\$35,450	\$34,500	\$69,950
STP	St Paul Tower	\$645	\$0	\$645
STS	Sonoma Tower	\$15,388	\$8,600	\$23,988
STT	St Thomas Tower	\$7,935	\$2,136	\$10,070
SUS	Spirit Tower	\$2,118	\$3,426	\$5,544
SUX	Sioux Gateway Tower	\$24,264	\$16,273	\$40,537
SYR	Syracuse Tower	\$95,687	\$26,545	\$122,232
T52	Rome TRACON	\$576	\$1,628	\$2,204
T75	St Louis TRACON	\$14,536	\$4,216	\$18,752
TEB	Teterboro Tower	\$8,756	\$9,227	\$17,982
TLH	Tallahassee Tower	\$6,821	\$2,500	\$9,321
TMB	Tamiami Tower	\$7,809	\$4,035	\$11,844
TOA	Torrance Tower	\$12,418	\$4,135	\$16,553
TOL	Toledo Tower	\$14,933	\$8,364	\$23,297
TPA	Tampa Tower	\$104,421	\$71,490	\$175,911
TRI	Tri-Cities Tower	\$23,018	\$10,693	\$33,711
TUL	Tulsa Tower	\$41,614	\$15,757	\$57,371
TUS	Tucson Tower	\$61,611	\$24,133	\$85,744
TVC	Traverse City Tower	\$1,289	\$331	\$1,620
TWF	Twin Falls Tower	\$10,585	\$2,965	\$13,550
TYS	Knoxville Tower	\$79,309	\$83,535	\$162,844
U90	Tucson TRACON	\$12,541	\$21,772	\$34,313
VGT	North Las Vegas Tower	\$5,060	\$3,131	\$8,191
VNY	Van Nuys Tower	\$9,283	\$5,154	\$14,437
VRB	Vero Beach Tower	\$22,934	\$17,914	\$40,848
Y90	Yankee TRACON	\$116,688	\$81,204	\$197,892
YIP	Willow Run Tower	\$45,861	\$21,537	\$67,398
YNG	Youngstown Tower	\$51,251	\$32,766	\$84,017
ZAB	Albuquerque ARTCC	\$1,317,531	\$276,053	\$1,593,584
ZAN	Anchorage ARTCC	\$107,652	\$43,708	\$151,360
ZAU	Chicago ARTCC	\$1,280,850	\$263,743	\$1,544,594
ZBW	Boston ARTCC	\$337,810	\$178,497	\$516,307
ZDC	Washington ARTCC	\$7,010,759	\$2,702,479	\$9,713,238
ZDV	Denver ARTCC	\$974,166	\$178,070	\$1,152,236
ZFW	Fort Worth ARTCC	\$797,061	\$741,907	\$1,538,968
ZHU	Houston ARTCC	\$2,251,794	\$652,681	\$2,904,475
ZID	Indianapolis ARTCC	\$489,470	\$347,178	\$836,648
ZJX	Jacksonville ARTCC	\$410,002	\$232,024	\$642,026
ZKC	Kansas City ARTCC	\$682,688	\$277,220	\$959,908
ZLA	Los Angeles ARTCC	\$3,523,070	\$2,111,145	\$5,634,215

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
ZLC	Salt Lake City ARTCC	\$176,378	\$83,769	\$260,148
ZMA	Miami ARTCC	\$423,525	\$125,894	\$549,419
ZME	Memphis ARTCC	\$1,193,586	\$1,291,493	\$2,485,079
ZMP	Minneapolis ARTCC	\$406,274	\$48,578	\$454,852
ZNY	New York ARTCC	\$5,152,918	\$3,364,313	\$8,517,231
ZOA	Oakland ARTCC	\$2,192,345	\$710,735	\$2,903,080
ZOB	Cleveland ARTCC	\$710,548	\$1,434,921	\$2,145,469
ZSE	Seattle ARTCC	\$178,597	\$68,860	\$247,457
ZSU	San Juan ARTCC	\$176,312	\$91,556	\$267,869
ZTL	Atlanta ARTCC	\$1,047,792	\$321,684	\$1,369,475
ZUA	Guam ARTCC	\$96,009	\$56,567	\$152,576
Grand Total		\$65,693,237	\$31,916,152	\$97,609,389

WORKERS COMPENSATION

QUESTION: Please update the data below showing the number of FAA employees receiving workers' compensation payments, and associated costs, by providing data for each of fiscal years 2009 through 2012.

ANSWER:

(Dollars in Thousands)

FY Charged	Cost	Cases	FECA Chargeback Year
FY 2014	\$94,904	2,427	2012*
FY 2013	\$90,623	2,591	2011*
FY 2012	\$90,990	2,719	2010*
FY 2011	\$92,469	2,797	2009*
FY 2010	\$90,949	2,911	2008*
FY 2009	\$87,046	2,898	2007*
FY 2008	\$85,761	2,874	2006
FY 2007	\$86,529	3,193	2005**
FY 2006	\$86,859	3,300	2004
FY 2005	\$88,320	3,521	2003
FY 2004	\$87,842	3,731	2002
FY 2003	\$86,365	3,706	2001
FY 2002	\$83,701	3,566	2000

* Federal Employment Compensation Act (FECA) CB Year 2007 is July 1, 2006 through June 30, 2007.

* Federal Employment Compensation Act (FECA) CB Year 2008 is July 1, 2007 through June 30, 2008.

* Federal Employment Compensation Act (FECA) CB Year 2009 is July 1, 2008 through June 30, 2009.

* Federal Employment Compensation Act (FECA) CB Year 2010 is July 1, 2009 through June 30, 2010.

* Federal Employment Compensation Act (FECA) CB Year 2011 is July 1, 2010 through June 30, 2011.

* Federal Employment Compensation Act (FECA) CB Year 2012 is July 1, 2011 through June 30, 2012.

** Correction: The number of cases in CY05 is 3,193. This figure was stated incorrectly as 3,931 in the 2008 Questions for the Record

WORKERS COMPENSATION

QUESTION: Please provide a breakdown of workers' compensation recipients by age shown on the table below.

ANSWER:

Chargeback Year 2012

Age	# Employees on OWCP Series 2152	All Other
60-69	163	241
70-79	339	139
80 and above	203	112

WORKERS COMPENSATION

QUESTION: Please provide data below showing the average workers' compensation payment for employees in job series 2152, and comparing that to the government-wide average.

ANSWER:

Chargeback Year 2012

	Average Payment (in whole dollars)
Job Series 2152	\$66,613
Other FAA	\$42,674
Government-wide	\$25,693*

*Data provided by Department of Labor

WORKERS COMPENSATION

QUESTION: Please update the table below showing chronological statistics on your workers' compensation program by providing data for calendar years 2007 through 2012.

ANSWER:

(Dollars in Thousands)

CY	Cost	Change	Percent Change	# Cases	Case Change	Percent Change
*12	\$94,904	4,281	4.7	2,427	(164)	(6.3)
*11	\$90,623	(367)	(.4)	2,591	(128)	(4.7)
*10	\$90,990	(1,479)	(1.6)	2,719	(78)	(2.8)
*09	\$92,469	1,520	1.7	2,797	(114)	(3.9)
*08	\$90,949	3,903	4.5	2,911	13	.4
*07	\$87,046	1,285	1.5	2,898	24	.8
06	\$85,761	(768)	(0.9)	2,874	(319)	(10.0)
**05	\$86,529	(330)	(0.4)	3,193	(107)	(3.2)
04	\$86,859	(1,461)	(1.7)	3,300	(221)	(6.3)
03	\$88,320	478	0.5	3,521	(210)	(5.6)
02	\$87,842	1,477	1.7	3,731	25	0.7
01	\$86,365	2,664	3.2	3,706	140	3.9
00	\$83,701	(636)	(0.8)	3,566	60	1.7

*07 = FECA Charge Back Year 2007 is July 1, 2006 through June 30, 2007.

*08 = FECA Charge Back Year 2007 is July 1, 2007 through June 30, 2008.

*09 = FECA Charge Back Year 2007 is July 1, 2008 through June 30, 2009.

*10 = FECA Charge Back Year 2007 is July 1, 2009 through June 30, 2010.

*11 = FECA Charge Back Year 2007 is July 1, 2010 through June 30, 2011.

*12 = FECA Charge Back Year 2007 is July 1, 2011 through June 30, 2012.

** 05 = Correction: The number of cases in CY05 is 3,193. This figure was stated incorrectly as 3,931 in the 2008 Questions for the Record

Air Traffic Controller Compensation

QUESTION: For Fiscal Year 2012, and for the first two quarters of FY 2013, please provide amounts of overtime compensation by air traffic control facility.

ANSWER:

Please see summary below for total overtime costs for operational air traffic controllers for FY 2012 through the second quarter of FY 2013:

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
A11	Anchorage TRACON	\$83,261	\$22,933	\$106,193
A80	Atlanta TRACON	\$1,432,203	\$638,873	\$2,071,076
A90	Boston TRACON	\$23,308	\$5,053	\$28,360
ABE	Allentown Tower	\$36,548	\$10,896	\$47,444
ABI	Abilene Tower	\$36,643	\$16,205	\$52,848
ABQ	Albuquerque Tower	\$31,559	\$33,491	\$65,050
ACK	Nantucket Tower	\$1,838	\$68	\$1,907
ACT	Waco Tower	\$68,332	\$20,436	\$88,768
ACY	Atlantic City Tower	\$62,278	\$8,338	\$70,616
ADS	Addison Tower	\$3,864	\$3,064	\$6,929
ADW	Andrews Tower	\$52,756	\$30,730	\$83,486
AFW	Alliance Tower	\$11,074	\$2,903	\$13,977
AGC	Allegheny Tower	\$81,857	\$17,177	\$99,034
AGS	Augusta Tower	\$21,600	\$5,472	\$27,072
ALB	Albany Tower	\$29,523	\$9,368	\$38,891
ALO	Waterloo Tower	\$4,584	\$3,148	\$7,732
AMA	Amarillo Tower	\$153,922	\$49,833	\$203,755
ANC	Anchorage Tower	\$89,127	\$39,859	\$128,986
APA	Centennial Tower	\$50,854	\$23,714	\$74,568
APC	Napa Tower	\$7,381	\$4,238	\$11,619
ARB	Ann Arbor Tower	\$3,915	\$576	\$4,491
ARR	Aurora Tower	\$103	\$608	\$711
ASE	Aspen Tower	\$6,460	\$13,072	\$19,531
ATL	Atlanta Tower	\$436,429	\$176,372	\$612,801
AUS	Austin Tower	\$326,199	\$99,719	\$425,918

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
AVL	Asheville Tower	\$12,337	\$8,010	\$20,346
AVP	Wilkes-Barre Tower	\$29,770	\$6,683	\$36,453
AZO	Kalamazoo Tower	\$8,543	\$3,719	\$12,262
BDL	Bradley Tower	\$20,075	\$23,097	\$43,173
BED	Hanscom Tower	\$3,049	\$2,649	\$5,698
BFI	Boeing Tower	\$8,144	\$1,753	\$9,898
BFL	Bakersfield Tower	\$6,399	\$7,650	\$14,049
BGM	Binghamton Tower	\$36,029	\$11,160	\$47,189
BGR	Bangor Tower	\$178,903	\$60,671	\$239,575
BHM	Birmingham Tower	\$27,788	\$20,178	\$47,966
BIL	Billings Tower	\$76,953	\$11,899	\$88,853
BIS	Bismarck Tower	\$7,510	\$4,445	\$11,955
BJC	Broomfield Tower	\$3,970	\$5,248	\$9,217
BNA	Nashville Tower	\$19,765	\$11,946	\$31,711
BOI	BOISE Tower	\$37,862	\$11,684	\$49,546
BOS	Boston Tower	\$23,963	\$25,977	\$49,941
BPT	Beaumont Tower	\$910	\$666	\$1,576
BTR	Baton Rouge Tower	\$87,188	\$62,334	\$149,522
BTW	Burlington Tower	\$82,775	\$63,449	\$146,224
BUF	Buffalo Tower	\$14,542	\$3,476	\$18,017
BUR	Burbank Tower	\$115,496	\$55,916	\$171,412
BWI	Baltimore Tower	\$36,658	\$17,011	\$53,669
C90	Chicago TRACON	\$2,320,774	\$1,207,305	\$3,528,079
CAE	Columbia Tower	\$16,714	\$6,243	\$22,957
CAK	Akron-Canton Tower	\$31,254	\$5,855	\$37,108
CCR	Concord Tower	\$7,322	\$6,937	\$14,258
CDW	Caldwell Tower	\$19,794	\$7,014	\$26,808
CHA	Chatanooga Tower	\$26,768	\$9,257	\$36,026
CHS	Charleston Tower	\$12,779	\$5,297	\$18,076
CID	Cedar Rapids Tower	\$566	\$381	\$947
CKB	Clarksburg Tower	\$12,085	\$12,188	\$24,273
CLE	Cleveland Tower	\$82,164	\$35,068	\$117,232
CLT	Charlotte Tower	\$128,846	\$77,563	\$206,409
CMA	Camarillo Tower	\$21,936	\$15,893	\$37,830
CMH	Columbus Tower	\$53,121	\$22,011	\$75,132
CMI	Champaign Tower	\$4,514	\$567	\$5,081
CNO	Chino Tower	\$9,490	\$9,653	\$19,143
COS	Colorado Springs Tower	\$13,846	\$10,932	\$24,779
CPR	Casper Tower	\$10,156	\$6,091	\$16,248
CPS	St. Louis Downtown Tower	\$2,360	\$1,272	\$3,632

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
CRP	Corpus Christi Tower	\$373,410	\$168,734	\$542,145
CRQ	Palomar Tower	\$737	\$764	\$1,501
CRW	Charleston Tower	\$31,804	\$13,585	\$45,388
CSG	Columbus Tower	\$6,073	\$4,980	\$11,053
CVG	Cincinnati Tower	\$17,634	\$5,069	\$22,702
D01	Denver TRACON	\$434,687	\$107,506	\$542,193
D10	Dallas - Ft Worth TRACON	\$478,672	\$407,550	\$886,221
D21	Detroit TRACON	\$251,753	\$140,081	\$391,835
DAB	Daytona Beach Tower	\$505,773	\$177,915	\$683,688
DAL	Dallas Love Tower	\$65,959	\$32,188	\$98,146
DAY	Dayton Tower	\$35,916	\$4,896	\$40,812
DCA	Washington National Tower	\$17,198	\$18,954	\$36,152
DEN	Denver Tower	\$94,614	\$53,872	\$148,486
DFW	Dallas/Forth Worth Tower	\$152,583	\$104,083	\$256,665
DLH	Duluth Tower	\$7,778	\$2,540	\$10,318
DPA	Dupage Tower	\$149,864	\$39,398	\$189,262
DSM	Des Moines Tower	\$5,791	\$4,183	\$9,974
DTW	Detroit Tower	\$98,576	\$98,136	\$196,712
DVT	Deer Valley Tower	\$11,119	\$13,091	\$24,209
DWH	Hooks Tower	\$2,273	\$1,183	\$3,456
E10	High Desert TRACON	\$72,630	\$70,626	\$143,256
ELM	Elmira Tower	\$65,654	\$51,061	\$116,715
ELP	El Paso Tower	\$137,916	\$42,305	\$180,220
EMT	El Monte Tower	\$6,719	\$9,287	\$16,006
ERI	Erie Tower	\$13,531	\$3,489	\$17,020
EUG	Eugene Tower	\$120,579	\$51,197	\$171,776
EVV	Evansville Tower	\$11,856	\$14,333	\$26,189
EWR	Newark Tower	\$156,441	\$58,926	\$215,367
F11	Central Florida TRACON	\$163,758	\$110,276	\$274,034
FAI	Fairbanks Tower	\$179,310	\$22,165	\$201,476
FAR	Fargo Tower	\$15,049	\$2,135	\$17,184
FAT	Fresno Tower	\$41,269	\$35,420	\$76,689
FAY	Fayetteville Tower	\$49,522	\$32,315	\$81,837
FCM	Flying Cloud Tower	\$4,149	\$1,388	\$5,537
FFZ	Falcon Tower	\$14,038	\$16,588	\$30,627
FLL	Fort Lauderdale Tower	\$62,005	\$55,815	\$117,820
FLO	Florence Tower	\$7,515	\$2,116	\$9,631
FNT	Flint Tower	\$25,264	\$9,522	\$34,787
FPR	St Lucie Tower	\$8,116	\$3,283	\$11,399
FRG	Farmingdale Tower	\$21,541	\$7,628	\$29,170

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
FSD	Sioux Falls Tower	\$14,428	\$17,956	\$32,384
FSM	Fort Smith Tower	\$17,115	\$6,702	\$23,817
FTW	Meacham Tower	\$18,352	\$9,926	\$28,278
FWA	Fort Wayne Tower	\$14,320	\$3,281	\$17,601
FXE	Fort Lauderdale Executive Tower	\$70,975	\$20,789	\$91,764
GCN	Grand Canyon Tower	\$4,649	\$3,603	\$8,253
GEG	Spokane Tower	\$166,404	\$63,422	\$229,826
GFK	Grand Forks Tower	\$10,485	\$5,066	\$15,551
GGG	Longview Tower	\$47,330	\$14,887	\$62,217
GPT	Gulfport Tower	\$96,255	\$21,750	\$118,005
GRB	Green Bay Tower	\$24,108	\$4,748	\$28,856
GRR	Grand Rapids Tower	\$13,321	\$1,543	\$14,864
GSO	Greensboro Tower	\$77,020	\$11,740	\$88,760
GSP	Greer Tower	\$4,264	\$1,792	\$6,056
GTF	Great Falls Tower	\$98,921	\$53,473	\$152,394
HCF	Honolulu Control Facility	\$810,488	\$236,101	\$1,046,588
HEF	Manassas Tower	\$18,848	\$5,290	\$24,137
HIO	Hillsboro Tower	\$25,000	\$4,066	\$29,066
HLN	Helena Tower	\$100,389	\$26,470	\$126,860
HOU	Hobby Tower	\$50,916	\$17,394	\$68,310
HPN	Westchester Tower	\$21,612	\$7,229	\$28,841
HSV	Huntsville Tower	\$110,082	\$53,813	\$163,895
HTS	Huntington Tower	\$34,534	\$9,599	\$44,133
HUF	Terre Haute /Hulman ATCT/TRACON	\$27,053	\$10,614	\$37,667
HWD	Hayward Tower	\$14,954	\$4,127	\$19,081
I90	Houston TRACON	\$1,579,814	\$674,357	\$2,254,171
IAD	Dulles Tower	\$143,075	\$23,572	\$166,647
IAH	Houston Intercontinental ATC Tower	\$254,569	\$32,384	\$286,953
ICT	Wichita Tower	\$32,322	\$13,325	\$45,647
ILG	Wilmington Tower	\$26,563	\$9,739	\$36,302
ILM	Wilmington Tower	\$2,944	\$3,925	\$6,869
IND	Indianapolis Tower	\$74,440	\$14,842	\$89,282
ISP	Islip Tower	\$34,330	\$12,014	\$46,344
ITO	Hilo Tower	\$27,286	\$6,070	\$33,357
JAN	Jackson Tower	\$63,334	\$48,405	\$111,739
JAX	Jacksonville Tower	\$650,336	\$243,586	\$893,921
JFK	Kennedy Tower	\$104,009	\$39,118	\$143,127
JNU	Juneau Tower	\$5,768	\$5,624	\$11,392
K90	Cape TRACON	\$44,626	\$2	\$44,628
L30	Las Vegas TRACON	\$258,817	\$98,138	\$356,955

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
LAF	Lafayette Tower	\$702	\$10	\$712
LAN	Lansing Tower	\$39,959	\$28,237	\$68,196
LAS	Las Vegas Tower	\$140,852	\$100,784	\$241,636
LAX	Los Angeles Tower	\$518,442	\$457,690	\$976,131
LBB	Lubbock Tower	\$78,044	\$20,526	\$98,570
LCH	Lake Charles Tower	\$1,413	\$898	\$2,311
LEX	Lexington Tower	\$36,893	\$4,950	\$41,843
LFT	Lafayette Tower	\$14,277	\$21,538	\$35,815
LGA	La Guardia Tower	\$44,752	\$19,194	\$63,947
LGB	Long Beach Tower	\$70,292	\$14,033	\$84,325
LIT	Little Rock Tower	\$18,034	\$7,301	\$25,335
LNK	Lincoln Tower	\$2,073	\$3,123	\$5,196
LOU	Bowman Tower	\$2,996	\$115	\$3,112
LVK	Livermore Tower	\$46,869	\$28,733	\$75,602
M03	Memphis TRACON	\$145,045	\$19,493	\$164,538
M98	Minneapolis TRACON	\$9,093	\$815	\$9,908
MAF	Midland Tower	\$243,173	\$82,743	\$325,915
MBS	Saginaw Tower	\$30,296	\$17,907	\$48,202
MCI	Kansas City Tower	\$14,408	\$4,882	\$19,291
MCO	Orlando Tower	\$98,553	\$63,800	\$162,353
MDT	Harrisburg Intl Tower	\$57,245	\$19,751	\$76,996
MDW	Midway Tower	\$57,431	\$28,084	\$85,515
MEM	Memphis Tower	\$196,860	\$82,737	\$279,597
MFD	Mansfield Tower	\$107,250	\$14,291	\$121,541
MGM	Montgomery Tower	\$31,814	\$16,958	\$48,772
MHT	Manchester Tower	\$19,929	\$2,202	\$22,131
MIA	Miami Tower	\$90,415	\$66,627	\$157,042
MIC	Crystal Tower	\$1,794	\$146	\$1,940
MKC	Weeler Downtown Tower	\$74,471	\$3,024	\$77,494
MKE	Milwaukee Tower	\$720,950	\$425,308	\$1,146,258
MKG	Muskegon Tower	\$9,999	\$3,895	\$13,895
MLI	Quad City Tower	\$4,808	\$29,121	\$33,929
MLU	Monroe Tower	\$82,516	\$10,729	\$93,246
MMU	Morristown Tower	\$9,278	\$9,007	\$18,285
MOB	Mobile Tower	\$5,978	\$5,656	\$11,634
MRI	Merrill Tower	\$31,659	\$9,851	\$41,511
MRY	Monterey Tower	\$52,206	\$14,679	\$66,884
MSN	Madison Tower	\$25,651	\$10,737	\$36,388
MSP	Minneapolis Tower	\$24,143	\$5,392	\$29,535
MSY	New Orleans Tower	\$62,504	\$50,641	\$113,145

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
MWH	Grant County Tower	\$64,323	\$11,810	\$76,133
MYF	Montgomery Tower	\$11,712	\$6,757	\$18,469
MYR	Myrtle Beach Tower	\$500	\$2,917	\$3,417
N90	New York TRACON	\$4,901,690	\$2,862,738	\$7,764,428
NCT	Northern California TRACON	\$1,062,027	\$476,689	\$1,538,716
NEW	Lakefront Tower	\$7,800	\$7,717	\$15,517
NMM	Meridian TRACON	\$28,291	\$17,877	\$46,168
OAK	Oakland Tower	\$235,821	\$99,090	\$334,910
OGG	Maui Tower	\$15,789	\$6,711	\$22,501
OKC	Oklahoma City Tower	\$107,590	\$23,047	\$130,637
OMA	Eppley Tower	\$13,688	\$1,894	\$15,582
ONT	Ontario Tower	\$33,177	\$25,517	\$58,693
ORD	Chicago O'Hare Tower	\$520,316	\$89,890	\$610,206
ORF	Norfolk Tower	\$60,810	\$48,771	\$109,581
ORL	Orlando Executive, FL ATCT Tower	\$7,619	\$1,125	\$8,744
P31	Pensacola TRACON	\$257,965	\$128,145	\$386,110
P50	Phoenix TRACON	\$160,028	\$69,239	\$229,266
P80	Portland TRACON	\$121,505	\$67,744	\$189,249
PAE	Paine Tower	\$11,631	\$8,151	\$19,782
PAO	Palo Alto Tower	\$42,371	\$19,717	\$62,088
PBI	Palm Beach Tower	\$71,171	\$27,647	\$98,818
PCT	Potomac TRACON	\$943,296	\$385,413	\$1,328,709
PDK	DeKalb - Peachtree Tower	\$49,915	\$11,986	\$61,901
PDX	Portland Tower	\$203,924	\$124,925	\$328,849
PHF	Patrick Henry Tower	\$2,741	\$204	\$2,945
PHL	Philadelphia Tower	\$393,060	\$92,202	\$485,262
PHX	Phoenix Tower	\$90,311	\$27,362	\$117,673
PIA	Peoria Tower	\$13,638	\$10,411	\$24,049
PIE	St Petersburg Tower	\$1,654	\$398	\$2,052
PIT	FAA Pittsburgh ATC Tower	\$48,523	\$14,226	\$62,749
PNE	Northeast Philadelphia Tower	\$15,694	\$15,345	\$31,040
PNS	Pensacola Tower	\$6,702	\$2,556	\$9,257
POC	Brackett Tower	\$12,965	\$8,808	\$21,774
POU	Poughkeepsie Tower	\$9,329	\$680	\$10,010
PRC	Prescott Tower	\$215,960	\$33,759	\$249,719
PSC	Pasco Tower	\$18,941	\$5,417	\$24,358
PSP	Palm Springs Tower	\$19,721	\$17,043	\$36,764
PTK	Pontiac Tower	\$38,639	\$8,952	\$47,592
PUB	Pueblo Tower	\$9,686	\$5,538	\$15,224
PVD	Providence Tower	\$13,124	\$252	\$13,376

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
PWK	Chicago Executive Tower	\$15,366	\$8,722	\$24,089
PWM	Portland Tower	\$37,426	\$10,066	\$47,493
R90	Omaha TRACON	\$56,174	\$8,721	\$64,896
RDG	Reading Tower	\$10,655	\$2,976	\$13,631
RDU	Raleigh-Durham Tower	\$22,134	\$8,003	\$30,137
RFD	Rockford Tower	\$37,102	\$29,523	\$66,625
RHV	Reid-Hillview Tower	\$8,635	\$1,764	\$10,399
RIC	Richmond Tower	\$31,694	\$47,309	\$79,003
RNO	Reno Tower	\$30,268	\$11,227	\$41,495
ROA	Roanoke Tower	\$56,016	\$28,428	\$84,444
ROC	Rochester Tower	\$31,454	\$17,825	\$49,279
ROW	Roswell Tower	\$10,759	\$5,403	\$16,162
RST	Rochester Tower	\$10,635	\$2,337	\$12,973
RSW	Fort Myers Tower	\$66,502	\$33,175	\$99,677
RVS	Riverside Tower	\$12,792	\$2,987	\$15,779
S46	Seattle TRACON	\$358,236	\$132,284	\$490,520
S56	Salt Lake City TRACON	\$272,525	\$85,289	\$357,814
SAN	San Diego Tower	\$37,385	\$27,593	\$64,978
SAT	San Antonio Tower	\$310,391	\$115,975	\$426,366
SAV	Savannah Tower	\$7,803	\$3,383	\$11,185
SBA	Santa Barbara Tower	\$105,858	\$45,582	\$151,440
SBN	South Bend Tower	\$83,250	\$32,570	\$115,819
SCK	Stockton Tower	\$7,486	\$4,488	\$11,974
SCT	Southern California TRACON	\$2,533,519	\$1,341,480	\$3,874,999
SDF	Standiford Tower	\$53,222	\$7,403	\$60,625
SDL	Scottsdale Tower	\$17,103	\$12,113	\$29,216
SEA	Seattle Tower	\$111,892	\$23,966	\$135,858
SEE	Gillespie Tower	\$5,113	\$3,716	\$8,829
SFB	Sanford Tower	\$25,266	\$8,925	\$34,191
SFO	San Francisco Tower	\$75,726	\$14,907	\$90,633
SGF	Springfield Tower	\$27,019	\$8,655	\$35,674
SHV	Shreveport Tower	\$92,961	\$31,576	\$124,537
SJC	San Jose Tower	\$55,261	\$17,715	\$72,977
SJU	San Juan Tower	\$59,076	\$10,167	\$69,243
SLC	Salt Lake City Tower	\$60,665	\$53,944	\$114,609
SMF	Sacramento Tower	\$111,330	\$43,508	\$154,838
SMO	Santa Monica Tower	\$12,480	\$4,294	\$16,774
SNA	John Wayne Tower	\$197,240	\$126,677	\$323,917
SPI	Springfield Tower	\$10,837	\$6,908	\$17,746
SRQ	Sarasota Tower	\$5,464	\$4,890	\$10,353

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
STL	St Louis Tower	\$35,450	\$34,500	\$69,950
STP	St Paul Tower	\$645	\$0	\$645
STS	Sonoma Tower	\$15,388	\$8,600	\$23,988
STT	St Thomas Tower	\$7,935	\$2,136	\$10,070
SUS	Spirit Tower	\$2,118	\$3,426	\$5,544
SUX	Sioux Gateway Tower	\$24,264	\$16,273	\$40,537
SYR	Syracuse Tower	\$95,687	\$26,545	\$122,232
T52	Rome TRACON	\$576	\$1,628	\$2,204
T75	St Louis TRACON	\$14,536	\$4,216	\$18,752
TEB	Teterboro Tower	\$8,756	\$9,227	\$17,982
TLH	Tallahassee Tower	\$6,821	\$2,500	\$9,321
TMB	Tamiami Tower	\$7,809	\$4,035	\$11,844
TOA	Torrance Tower	\$12,418	\$4,135	\$16,553
TOL	Toledo Tower	\$14,933	\$8,364	\$23,297
TPA	Tampa Tower	\$104,421	\$71,490	\$175,911
TRI	Tri-Cities Tower	\$23,018	\$10,693	\$33,711
TUL	Tulsa Tower	\$41,614	\$15,757	\$57,371
TUS	Tucson Tower	\$61,611	\$24,133	\$85,744
TVC	Traverse City Tower	\$1,289	\$331	\$1,620
TWF	Twin Falls Tower	\$10,585	\$2,965	\$13,550
TYS	Knoxville Tower	\$79,309	\$83,535	\$162,844
U90	Tucson TRACON	\$12,541	\$21,772	\$34,313
VGT	North Las Vegas Tower	\$5,060	\$3,131	\$8,191
VNY	Van Nuys Tower	\$9,283	\$5,154	\$14,437
VRB	Vero Beach Tower	\$22,934	\$17,914	\$40,848
Y90	Yankee TRACON	\$116,688	\$81,204	\$197,892
YIP	Willow Run Tower	\$45,861	\$21,537	\$67,398
YNG	Youngstown Tower	\$51,251	\$32,766	\$84,017
ZAB	Albuquerque ARTCC	\$1,317,531	\$276,053	\$1,593,584
ZAN	Anchorage ARTCC	\$107,652	\$43,708	\$151,360
ZAU	Chicago ARTCC	\$1,280,850	\$263,743	\$1,544,594
ZBW	Boston ARTCC	\$337,810	\$178,497	\$516,307
ZDC	Washington ARTCC	\$7,010,759	\$2,702,479	\$9,713,238
ZDV	Denver ARTCC	\$974,166	\$178,070	\$1,152,236
ZFW	Fort Worth ARTCC	\$797,061	\$741,907	\$1,538,968
ZHU	Houston ARTCC	\$2,251,794	\$652,681	\$2,904,475
ZID	Indianapolis ARTCC	\$489,470	\$347,178	\$836,648
ZJX	Jacksonville ARTCC	\$410,002	\$232,024	\$642,026
ZKC	Kansas City ARTCC	\$682,688	\$277,220	\$959,908
ZLA	Los Angeles ARTCC	\$3,523,070	\$2,111,145	\$5,634,215

Facility ID	Facility Name	FY 2012	FY 2013: Q1+Q2	Grand Total
ZLC	Salt Lake City ARTCC	\$176,378	\$83,769	\$260,148
ZMA	Miami ARTCC	\$423,525	\$125,894	\$549,419
ZME	Memphis ARTCC	\$1,193,586	\$1,291,493	\$2,485,079
ZMP	Minneapolis ARTCC	\$406,274	\$48,578	\$454,852
ZNY	New York ARTCC	\$5,152,918	\$3,364,313	\$8,517,231
ZOA	Oakland ARTCC	\$2,192,345	\$710,735	\$2,903,080
ZOB	Cleveland ARTCC	\$710,548	\$1,434,921	\$2,145,469
ZSE	Seattle ARTCC	\$178,597	\$68,860	\$247,457
ZSU	San Juan ARTCC	\$176,312	\$91,556	\$267,869
ZTL	Atlanta ARTCC	\$1,047,792	\$321,684	\$1,369,475
ZUA	Guam ARTCC	\$96,009	\$56,567	\$152,576
Grand Total		\$65,693,237	\$31,916,152	\$97,609,389

WORKERS COMPENSATION

QUESTION: Please update the data below showing the number of FAA employees receiving workers' compensation payments, and associated costs, by providing data for each of fiscal years 2009 through 2012.

ANSWER:

(Dollars in Thousands)

FY Charged	Cost	Cases	FECA Chargeback Year
FY 2014	\$94,904	2,427	2012*
FY 2013	\$90,623	2,591	2011*
FY 2012	\$90,990	2,719	2010*
FY 2011	\$92,469	2,797	2009*
FY 2010	\$90,949	2,911	2008*
FY 2009	\$87,046	2,898	2007*
FY 2008	\$85,761	2,874	2006
FY 2007	\$86,529	3,193	2005**
FY 2006	\$86,859	3,300	2004
FY 2005	\$88,320	3,521	2003
FY 2004	\$87,842	3,731	2002
FY 2003	\$86,365	3,706	2001
FY 2002	\$83,701	3,566	2000

* Federal Employment Compensation Act (FECA) CB Year 2007 is July 1, 2006 through June 30, 2007.

* Federal Employment Compensation Act (FECA) CB Year 2008 is July 1, 2007 through June 30, 2008.

* Federal Employment Compensation Act (FECA) CB Year 2009 is July 1, 2008 through June 30, 2009.

* Federal Employment Compensation Act (FECA) CB Year 2010 is July 1, 2009 through June 30, 2010.

* Federal Employment Compensation Act (FECA) CB Year 2011 is July 1, 2010 through June 30, 2011.

* Federal Employment Compensation Act (FECA) CB Year 2012 is July 1, 2011 through June 30, 2012.

** Correction: The number of cases in CY05 is 3,193. This figure was stated incorrectly as 3,931 in the 2008 Questions for the Record

WORKERS COMPENSATION

QUESTION: Please provide a breakdown of workers' compensation recipients by age shown on the table below.

ANSWER:

Chargeback Year 2012

Age	# Employees on OWCP Series 2152	All Other
60-69	163	241
70-79	339	139
80 and above	203	112

WORKERS COMPENSATION

QUESTION: Please provide data below showing the average workers' compensation payment for employees in job series 2152, and comparing that to the government-wide average.

ANSWER:

Chargeback Year 2012	
	Average Payment (in whole dollars)
Job Series 2152	\$66,613
Other FAA	\$42,674
Government-wide	\$25,693*

*Data provided by Department of Labor

WORKERS COMPENSATION

QUESTION: Please update the table below showing chronological statistics on your workers' compensation program by providing data for calendar years 2007 through 2012.

ANSWER:

(Dollars in Thousands)

CY	Cost	Change	Percent Change	# Cases	Case Change	Percent Change
*12	\$94,904	4,281	4.7	2,427	(164)	(6.3)
*11	\$90,623	(367)	(.4)	2,591	(128)	(4.7)
*10	\$90,990	(1,479)	(1.6)	2,719	(78)	(2.8)
*09	\$92,469	1,520	1.7	2,797	(114)	(3.9)
*08	\$90,949	3,903	4.5	2,911	13	.4
*07	\$87,046	1,285	1.5	2,898	24	.8
06	\$85,761	(768)	(0.9)	2,874	(319)	(10.0)
**05	\$86,529	(330)	(0.4)	3,193	(107)	(3.2)
04	\$86,859	(1,461)	(1.7)	3,300	(221)	(6.3)
03	\$88,320	478	0.5	3,521	(210)	(5.6)
02	\$87,842	1,477	1.7	3,731	25	0.7
01	\$86,365	2,664	3.2	3,706	140	3.9
00	\$83,701	(636)	(0.8)	3,566	60	1.7

*07 = FECA Charge Back Year 2007 is July 1, 2006 through June 30, 2007.

*08 = FECA Charge Back Year 2007 is July 1, 2007 through June 30, 2008.

*09 = FECA Charge Back Year 2007 is July 1, 2008 through June 30, 2009.

*10 = FECA Charge Back Year 2007 is July 1, 2009 through June 30, 2010.

*11 = FECA Charge Back Year 2007 is July 1, 2010 through June 30, 2011.

*12 = FECA Charge Back Year 2007 is July 1, 2011 through June 30, 2012.

** 05 = Correction: The number of cases in CY05 is 3,193. This figure was stated incorrectly as 3,931 in the 2008 Questions for the Record

GSA Rent

QUESTION: How much is included in your fiscal year 2014 request for GSA rent, and how does that compare to fiscal years 2012 and 2013?

ANSWER:

The GSA/DHS Rent base in FY 2013 is \$115.4 million, similar to FY 2012. The FY 2014 requested increase of \$5.4 million represents four major increases in facility cost which are attributed to the FAA Headquarters Wilbur Wright Building, the New England Regional Office, the Southern Regional Office, and the AJV AeroNav Office in Silver Spring, MD. This will bring the GSA rent base to \$120.8 million.

AERONAUTICAL CHARTING PROGRAM

QUESTION: Please provide a status of the Aeronautical Navigation Products divisions' efforts to develop and field modern digital mapping products.

ANSWER:

AeroNav Products division has implemented a state-of the-art, database-driven, automated production system for the Airport/Facility Directory. Modern production systems based on Geographic Information System (GIS) technology are also being implemented for producing the En Route Charts, with a planned completion by the end of FY 2015. Depending on the availability of funding, these same modern GIS-based production technologies will be implemented for the remaining chart series (Terminal Procedure Publications and Visual Charts).

AERONAUTICAL CHARTING PROGRAM

QUESTION: Please describe the cost savings that would be associated with the replacement of the legacy paper map products with a digital service.

ANSWER:

The FAA is working on a proposal to make business process and policy changes to the current Aeronautical Product business model as it relates to the sale of Digital Products. These changes would not result in a cost savings to the FAA, but will enhance safety by ensuring the integrity of FAA digital aeronautical products sold in the market. They would also resolve the current loss of revenue the FAA is experiencing through the sales of unauthorized copies of the digital products. The FAA is only authorized to recover costs attributable to: data base management and processing; compilation; printing or other types of reproduction; and dissemination of aeronautical products and services.

AERONAUTICAL CHARTING PROGRAM

QUESTION: Please describe the mechanisms for a fee for service program that would be associated with a new digital mapping service.

ANSWER:

The Aeronautical Charting Program has always been a fee-based program. The FAA has had the legislative authority to recover the cost of aeronautical charts and related products for over 13 years (Public Law 106-181, dated April 5, 2000, which was later codified in 49 USC Section 44721). Even as far back as 1926, when the Aeronautical Charting Program was under the Department of Commerce, the Program operated as a fee based Program. This legislation states that “the price of an aeronautical product sold to the public shall be not more than necessary to recover all costs attributable to: data base management and processing; compilation; printing or other types of reproduction; and dissemination of the product.” The current fee structure was established to ensure the FAA could realize full allowable cost recovery in accordance with this legislative authority.

AERONAUTICAL CHARTING PROGRAM

QUESTION: What are the real costs for producing paper charts versus the real costs for producing digital charts?

ANSWER:

The FAA is authorized to recover the costs attributable to: (i) data base management and processing; (ii) compilation; (iii) printing or other types of reproduction; and (iv) dissemination of the product. The cost to produce aeronautical navigation products whether it is in a paper or digital format is the same and shared equally when it comes to the data base management and compilation process. Compilation is the process of taking aeronautical data and information and compiling it into aeronautical charts and publications. The share of these costs should be equal to each user whether the product is in paper format or digital. The only difference in cost of paper versus digital is the printing and dissemination process. The printing and dissemination of digital products is significantly less, although there are some costs associated with web services necessary for disseminating digital files.

Also, as processes are automated there will be an increase in database management costs, which would include any additional costs associated with maintaining newly implemented automated systems replacing the current manual processes. These costs would need to be equally shared by paper and digital products.

The real FY 2012 cost for producing Aeronautical Charts and Publications in paper and digital format was \$58.2 million. The cost, if all charts were only provided in a digital format, would have been approx. \$46.6 million. However, since the \$11.6 million difference is a cost recoverable amount as defined in the authorization, it would not result in any savings to the FAA. Also, the aviation user groups (i.e., Aircraft Owners and Pilots Association [AOPA], National Business Aviation Association [NBAA], etc.) are adamantly opposed to the elimination of paper Aeronautical Charts because the majority of their membership still want and require paper charts.

SEQUESTRATION IMPACTS

QUESTION: Please delineate specific reductions to date meet sequestration targets? List the account and program. How many total employees were furloughed? What savings were achieved?

ANSWER:

While the FAA was provided the authority to transfer funds from the Airports account to avoid furloughing our employees, this transfer does not entirely eliminate the impacts of sequestration. To meet the reductions in the Operations Account, FAA is reducing contracts by \$136 million and travel by \$24 million. In the Facilities & Equipment Activity 5 account that covers personnel, FAA is reducing travel and other non-pay expenditures by \$18 million.

Before enactment of the Reducing Flight Delays Act of 2013 allowed us to cancel furloughs, about 21,140 employees had been furloughed for some duration. Total savings from these furloughs was \$8.7 million.

SEQUESTRATION IMPACTS

QUESTION: *The FAA must make more than \$631 million in reductions due to sequestration. HR 1765 allows FAA to transfer up to \$253 million in FAA funds (including AIP) to mitigate employee furloughs. What changes, if any, have been made to FAA's overtime policies?*

ANSWER:

The FAA's policy on overtime has not changed.

Pastor-4
ATO/AHR

SEQUESTRATION IMPACTS

QUESTION: *The FAA must make more than \$631 million in reductions due to sequestration. HR 1765 allows FAA to transfer up to \$253 million in FAA funds (including AIP) to mitigate employee furloughs. What reductions has FAA made to its training programs since March 1st? Please list cancelled training courses and cost savings per course.*

ANSWER:

The FAA University cancelled 52 classes for the remainder of FY13 for a total program savings of approximately \$4M. Below is a distribution of the savings per course:

<u>FY 13 Cancelled Classes (April - Sept)</u>			<u># of</u>	
			<u>cls</u>	<u>Savings per cls</u>
FMC-2	Frontline Managers Course 2		14	\$ 1,430,724.66
FMC-3	Program for Frontline Managers Course 3		13	\$ 1,122,144.84
MMC	Middle Managers Course		4	\$ 362,503.40
MCM	Managerial Coaching and Mentoring		4	\$ 250,994.27
CCM	Constructive Conflict Management (No Student Travel)		1	\$ 13,871.70
LMR	Labor Management Relations		3	\$ 192,975.98
SFI	Strategy Formulation and Implementation		2	\$ 150,073.50
I 3	Influence, Inquiry, and Implications		3	\$ 290,218.55
CEWE	Creating Effective Work Environments Web based cls (no Student Travel)		2	\$ 49,287.96
CC	Crucial Confrontations (no Student Travel)		4	\$ 51,159.51
eLR	E Labor Relations (no Student Travel)	estimated cost	2	\$ 27,045.63
Totals			52	\$ 3,941,000

In addition to the FAA University courses and in conjunction with the March 1st hiring freeze, Air Traffic Organization (ATO) reviewed the requirements for training activities at the FAA Academy in Oklahoma City. Requirements for training newly-hired employees would rapidly decline after the implementation of the hiring freeze and deferring requirements for other specialized training was reviewed as a potential "reduce funding" initiative.

ATO elected to defer all specialized training at the Academy beginning on April 15th. Classes in progress as of that date would continue until completion. The decision enabled a staged reduction in contract instruction and maintenance resources through June 30 and a significant reduction in travel and per diem expenditures for students.

ATO does not manage the classes at the Academy on a per class cost basis. The reduced funding related to sequester was captured in the larger contracts and travel expenses that support the operation of the Academy. The plan as described above captured \$6.9 million in contract reductions and \$9.6 million in travel reductions.

In addition to the training reductions at the Academy, ATO also reduced the budget for contract training development by \$10 million. This funding supports updating existing and the development of new curriculum for our technical work force.

A list of the courses deferred at the Academy as a result of ATO reduced funding efforts is attached.

Section	Item Number	Item Title	Sched Off	Start Date	End Date	Registered Learners	Suspend SO
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77614	04/17/13	04/24/13	5	X
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77615	05/01/13	05/08/13	6	X
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77616	06/05/13	06/12/13	3	X
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77617	08/07/13	08/14/13	6	X
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77618	08/21/13	08/28/13	4	X
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77619	09/04/13	09/11/13	3	X
AMA-411	40068001	NRCS VHF/FM Radio Systems and Network Software for Technicians	77620	09/18/13	09/25/13	4	X
AMA-411	40076001	Self Sustaining Outlets (SSO) Daniels Radio Laboratory (Academy) EHOT	83461	04/16/13	04/25/13	4	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	81994	05/15/13	05/20/13	6	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	81995	05/22/13	05/28/13	6	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	81996	05/29/13	06/03/13	4	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	81997	06/12/13	06/17/13	4	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	81998	06/19/13	06/24/13	4	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	81999	07/10/13	07/15/13	4	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	82000	07/24/13	07/29/13	6	X
AMA-411	40080001	RCE Hardware Maintenance - Lab	82001	07/31/13	08/05/13	4	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82021	05/01/13	05/29/13	12	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82022	06/05/13	07/02/13	10	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82023	07/23/13	08/19/13	0	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82025	08/27/13	09/24/13	0	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82034(N)	05/01/13	05/29/13	12	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82035(N)	06/05/13	07/02/13	12	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82037(N)	07/23/13	08/19/13	0	X
AMA-411	40083001	Comm Radios Technical Operations New Hire Training (TOHTC2) EHOT	82038(N)	08/27/13	09/24/13	0	X
AMA-411	40525001	Technical Operations New Hire Training (TOHTC1)	81676	04/17/13	04/30/13	29	X
AMA-411	40525001	Technical Operations New Hire Training (TOHTC1)	81677	05/21/13	06/04/13	26	X
AMA-411	40525001	Technical Operations New Hire Training (TOHTC1)	81678	07/09/13	07/22/13	0	X
AMA-411	40525001	Technical Operations New Hire Training (TOHTC1)	81679	08/13/13	08/26/13	0	X
AMA-411	40525001	Technical Operations New Hire Training (TOHTC1)	84070	06/05/13	06/13/13	0	X
AMA-411	41915001	Navigation System Concepts	77989	05/29/13	06/25/13	11	X
AMA-411	41915001	Navigation System Concepts	77990	07/24/13	08/20/13	4	X
AMA-411	41915001	Navigation System Concepts	77991	08/28/13	09/25/13	3	X
AMA-411	41916001	Theory of Instrument Landing Systems (ILS)	77995	04/17/13	05/14/13	12	X
AMA-411	41916001	Theory of Instrument Landing Systems (ILS)	77996	05/22/13	06/19/13	10	X
AMA-411	41916001	Theory of Instrument Landing Systems (ILS)	77997	07/17/13	08/13/13	11	X
AMA-411	41916001	Theory of Instrument Landing Systems (ILS)	77998	09/04/13	10/01/13	11	X
AMA-412	40252	Runway Visual Range (RVR) Equipment, Tasker 500	77703	09/04/13	09/17/13	4	X

AMA-412	40258	Distance Measuring Equipment (DME), Models FA-8974/FA-9639	77704	06/04/13	06/12/13	2	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77728	05/29/13	06/03/13	4	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77733	06/05/13	06/10/13	3	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77736	06/12/13	06/17/13	4	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77738	06/19/13	06/24/13	3	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77741	06/26/13	07/01/13	2	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77731(N)	05/29/13	06/03/13	4	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77734(N)	06/05/13	06/10/13	4	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77739(N)	06/19/13	06/24/13	4	X
AMA-412	40285	Low Power TACAN Antenna Maintenance	77743(N)	06/26/13	07/01/13	4	X
AMA-412	40286	Third Generation VOR/DME Maintenance	77761	06/05/13	06/25/13	6	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77764	06/12/13	06/18/13	3	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77765	07/17/13	07/23/13	3	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77767	07/25/13	07/31/13	3	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77768	08/06/13	08/12/13	3	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77769	08/14/13	08/20/13	4	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77770	08/22/13	08/28/13	4	X
AMA-412	40297	Cardion Distanace Measuring Equipment (DME) (FA-9783) Laboratory	77772	09/11/13	09/17/13	3	X
AMA-412	41239	Instrument Landing System (ILS) Mark 1DEF Laboratory (Academy)	77936	04/23/13	05/08/13	4	X
AMA-412	41239	Instrument Landing System (ILS) Mark 1DEF Laboratory (Academy)	77937	05/14/13	05/30/13	4	X
AMA-412	41239	Instrument Landing System (ILS) Mark 1DEF Laboratory (Academy)	77938	06/04/13	06/19/13	4	X
AMA-412	41239	Instrument Landing System (ILS) Mark 1DEF Laboratory (Academy)	77939	07/09/13	07/24/13	6	X
AMA-412	41239	Instrument Landing System (ILS) Mark 1DEF Laboratory (Academy)	77940	07/30/13	08/14/13	5	X
AMA-412	41244	Capture Effect Glideslope (CEG) Lab	77951	05/15/13	05/21/13	6	X
AMA-412	41244	Capture Effect Glideslope (CEG) Lab	77952	06/19/13	06/25/13	5	X
AMA-412	41244	Capture Effect Glideslope (CEG) Lab	77953	08/21/13	08/27/13	4	X
AMA-412	41245	End-Fire Glideslope (EFGS)	77955	04/23/13	05/09/13	5	X
AMA-412	41245	End-Fire Glideslope (EFGS)	77956	09/24/13	10/10/13	2	X
AMA-412	41900	Distance Measuring Equipment (DME), Model 415SE EHOT	77966	06/04/13	06/13/13	7	X
AMA-412	41900	Distance Measuring Equipment (DME), Model 415SE EHOT	77967	06/18/13	06/27/13	6	X
AMA-412	41900	Distance Measuring Equipment (DME), Model 415SE EHOT	77968	07/23/13	08/01/13	6	X
AMA-412	41900	Distance Measuring Equipment (DME), Model 415SE EHOT	77969	08/20/13	08/29/13	5	X
AMA-412	41906	Mark 20/20A ILS EHOT	77975	05/16/13	07/16/13	7	X
AMA-412	41906	Mark 20/20A ILS EHOT	77977	07/23/13	09/19/13	5	X
AMA-412	41906	Mark 20/20A ILS EHOT	77979	09/26/13	11/26/13	6	X
AMA-412	41906	Mark 20/20A ILS EHOT	77976(N)	05/16/13	07/16/13	8	X
AMA-412	41906	Mark 20/20A ILS EHOT	77978(N)	07/23/13	09/19/13	7	X
AMA-412	41906	Mark 20/20A ILS EHOT	77980(N)	09/26/13	11/26/13	5	X
AMA-412	41917001	ASII 1118 Distance Measuring Equipment (DME) EHOT	78006	05/01/13	05/21/13	6	X
AMA-412	41917001	ASII 1118 Distance Measuring Equipment (DME) EHOT	78007	06/05/13	06/25/13	5	X
AMA-412	41917001	ASII 1118 Distance Measuring Equipment (DME) EHOT	78009	07/10/13	07/30/13	5	X
AMA-412	41918001	Juneau Airport Wind System (JAWS)	78131	09/17/13	09/25/13	0	X
AMA-412	41920001	2nd Gen VORTAC Equipment (FA-9996) EHOT	78017	04/18/13	05/21/13	8	X

AMA-412	41920001	2nd Gen VORTAC Equipment (FA-9996) EHOT	78018	07/11/13	08/13/13	8	X
AMA-412	41920001	2nd Gen VORTAC Equipment (FA-9996) EHOT	78019	08/21/13	09/24/13	8	X
AMA-413	40042	Litton Rapid Deployment Voice Switch (RDVS) Model 3080-F	77515	05/29/13	06/11/13	7	X
AMA-413	40042	Litton Rapid Deployment Voice Switch (RDVS) Model 3080-F	77516	06/14/13	06/27/13	6	X
AMA-413	40042	Litton Rapid Deployment Voice Switch (RDVS) Model 3080-F	77517	07/24/13	08/06/13	7	X
AMA-413	40042	Litton Rapid Deployment Voice Switch (RDVS) Model 3080-F	77518	09/25/13	10/08/13	5	X
AMA-413	40043	ACD/VRS - DSP 1000 Maintenance	77519	08/21/13	09/04/13	2	X
AMA-413	40052	VSCS Site Software Support	77526	08/21/13	10/09/13	7	X
AMA-413	40059	Small Tower Voice Switch (STVS) Laboratory (Academy)	77588	09/17/13	09/19/13	2	X
AMA-413	40059	Small Tower Voice Switch (STVS) Laboratory (Academy)	77589	09/10/13	09/12/13	3	X
AMA-413	40059	Small Tower Voice Switch (STVS) Laboratory (Academy)	77590	07/09/13	07/11/13	4	X
AMA-413	40059	Small Tower Voice Switch (STVS) Laboratory (Academy)	77592	07/16/13	07/18/13	3	X
AMA-413	40066	Enhanced Terminal Voice Switch (ETVS) EHOT	77599	05/29/13	06/25/13	6	X
AMA-413	40066	Enhanced Terminal Voice Switch (ETVS) EHOT	77600	07/10/13	08/06/13	6	X
AMA-413	40066	Enhanced Terminal Voice Switch (ETVS) EHOT	77601	09/04/13	10/01/13	6	X
AMA-413	40158	Fiber Optic Concepts	77696	04/18/13	04/24/13	12	X
AMA-413	40158	Fiber Optic Concepts	77697	07/10/13	07/16/13	11	X
AMA-413	40158	Fiber Optic Concepts	77698	07/18/13	07/24/13	11	X
AMA-413	40159	Racal-Premnet Fiber Optic Multiplexer	77702	05/14/13	05/20/13	5	X
AMA-413	40340	Radio Communication Link (RCL) Terminal Equipment	77774	08/28/13	09/11/13	6	X
AMA-413	40340	Radio Communication Link (RCL) Terminal Equipment	77776	09/17/13	09/30/13	4	X
AMA-413	40600	Common Equipment for Radio Communications Link (CE-RCL) Sys	77829	05/08/13	05/29/13	8	X
AMA-413	40600	Common Equipment for Radio Communications Link (CE-RCL) Sys	77830	07/10/13	07/30/13	7	X
AMA-413	40600	Common Equipment for Radio Communications Link (CE-RCL) Sys	77831	08/07/13	08/27/13	7	X
AMA-413	40603	MDR-5000 2 and 8 GHz Series Microwave Digital Radio LDRCL System	77837	04/24/13	04/30/13	6	X
AMA-413	42059	MDR-6000 8 GHz Series Microwave Digital Radio LDRCL System	78025	05/08/13	05/14/13	6	X
AMA-413	42059	MDR-6000 8 GHz Series Microwave Digital Radio LDRCL System	78026	06/05/13	06/11/13	5	X
AMA-413	42060	TSM-2500 Monitoring and Control LDRCL RMMS System	78031	05/01/13	05/07/13	5	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77640	05/08/13	05/16/13	5	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77641	05/29/13	06/06/13	6	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77642	07/17/13	07/25/13	6	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77643	07/31/13	08/08/13	5	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77644	08/14/13	08/22/13	4	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77645	09/04/13	09/12/13	6	X
AMA-413	40070001	Digital Audio Legal Recorder (DALR)	77646	09/18/13	09/26/13	5	X
AMA-413	40074001	VSCS/VTAB5 Hardware Maintenance	77650	05/09/13	08/14/13	12	X
AMA-413	40075001	Interim Voice Switch Replacement System EHOT	77654	05/29/13	06/27/13	7	X
AMA-413	40075001	Interim Voice Switch Replacement System EHOT	77655	07/09/13	08/07/13	7	X
AMA-413	40075001	Interim Voice Switch Replacement System EHOT	77656	09/04/13	10/03/13	8	X
AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82289	05/29/13	06/11/13	6	X
AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82290	06/12/13	06/25/13	7	X
AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82291	07/30/13	08/12/13	8	X

AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82292	08/14/13	08/27/13	6	X
AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82293	09/04/13	09/17/13	8	X
AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82294	09/18/13	10/01/13	8	X
AMA-413	40079001	Maintenance of Fiber Optic Transmission System (FOTS)	82407(N)	09/04/13	09/17/13	7	X
AMA-413	40081001	Charles 360-80 Channel Bank	77678	04/30/13	05/02/13	7	X
AMA-413	40081001	Charles 360-80 Channel Bank	77679	05/07/13	05/09/13	8	X
AMA-413	40081001	Charles 360-80 Channel Bank	77681	05/21/13	05/23/13	8	X
AMA-414	40398	Mode-S Sensor Maintenance	77794	05/01/13	05/21/13	6	X
AMA-414	40398	Mode-S Sensor Maintenance	77796	05/29/13	06/18/13	6	X
AMA-414	40398	Mode-S Sensor Maintenance	77797	07/10/13	07/30/13	3	X
AMA-414	40398	Mode-S Sensor Maintenance	77799	08/07/13	08/27/13	4	X
AMA-414	40398	Mode-S Sensor Maintenance	77801	09/04/13	09/24/13	5	X
AMA-414	40664	Airport Surveillance Radar (ASR) Model 9	77845	05/15/13	06/25/13	5	X
AMA-414	40664	Airport Surveillance Radar (ASR) Model 9	77846	07/10/13	08/20/13	4	X
AMA-414	40664	Airport Surveillance Radar (ASR) Model 9	77847	08/21/13	10/01/13	6	X
AMA-414	42069	Airport Surveillance Radar-11 (ASR-11)	78134	04/24/13	05/21/13	5	X
AMA-414	42069	Airport Surveillance Radar-11 (ASR-11)	78135	06/05/13	07/02/13	5	X
AMA-414	42069	Airport Surveillance Radar-11 (ASR-11)	78136	07/09/13	08/05/13	6	X
AMA-414	42069	Airport Surveillance Radar-11 (ASR-11)	78137	08/07/13	09/04/13	6	X
AMA-414	42069	Airport Surveillance Radar-11 (ASR-11)	78139	09/10/13	10/07/13	5	X
AMA-414	40679001	ASDE-X with SMRR EHOT	77874	07/16/13	08/13/13	2	X
AMA-414	40679001	ASDE-X with SMRR EHOT	78065	08/20/13	09/18/13	4	X
AMA-414	40680001	ASDE-X with SMRI EHOT	77876	09/24/13	10/23/13	2	X
AMA-414	40685001	ASDE-3A AMASS Hardware EHOT	77880	09/10/13	10/22/13	6	X
AMA-414	40687001	Airport Surveillance Radar (ASR)-8 Lab	77895	05/29/13	06/25/13	4	X
AMA-414	40687001	Airport Surveillance Radar (ASR)-8 Lab	77896	07/09/13	08/05/13	2	X
AMA-414	40687001	Airport Surveillance Radar (ASR)-8 Lab	77897	08/06/13	09/03/13	2	X
AMA-414	40688001	Radar Concepts and Fundamentals	77905	05/02/13	05/30/13	8	X
AMA-414	40688001	Radar Concepts and Fundamentals	77907	06/04/13	07/01/13	9	X
AMA-414	40688001	Radar Concepts and Fundamentals	77908	07/10/13	08/06/13	7	X
AMA-414	40689001	ASDE-3X EHOT	77913	05/23/13	07/02/13	6	X
AMA-415	40383	ARSR 1/2 En Route System with SSR / DMTI MOD	77778	04/17/13	05/07/13	4	X
AMA-415	40383	ARSR 1/2 En Route System with SSR / DMTI MOD	77780	05/15/13	06/05/13	3	X
AMA-415	40399	FPS Series Radar	77813	08/13/13	09/03/13	1	X
AMA-415	40667	Integrated Terminal Weather System (ITWS) Hardware Maintenance EHOT	77855	07/16/13	07/25/13	3	X
AMA-415	40667	Integrated Terminal Weather System (ITWS) Hardware Maintenance EHOT	77856	07/30/13	08/08/13	3	X
AMA-415	40667	Integrated Terminal Weather System (ITWS) Hardware Maintenance EHOT	77857	08/13/13	08/22/13	3	X
AMA-415	40675	ATCBI-6/6M EHOT	77867	04/24/13	05/14/13	4	X
AMA-415	40675	ATCBI-6/6M EHOT	77868	05/22/13	06/12/13	4	X
AMA-415	40675	ATCBI-6/6M EHOT	77869	06/19/13	07/10/13	3	X
AMA-415	40675	ATCBI-6/6M EHOT	77870	07/31/13	08/20/13	4	X

AMA-415	40675	ATCBI-6/6M EHOT	77872	08/28/13	09/18/13	4	X
AMA-415	40675	ATCBI-6/6M EHOT	77873	09/25/13	10/16/13	3	X
AMA-415	41243	ATC Beacon Interrogator (ATCBI)-5 Trans/Receiver Site Lab (Academy)	77942	09/04/13	09/10/13	6	X
AMA-415	41243	ATC Beacon Interrogator (ATCBI)-5 Trans/Receiver Site Lab (Academy)	77943	09/18/13	09/24/13	5	X
AMA-415	42075	ITWS Remote Situation Display	78035	07/16/13	07/18/13	3	X
AMA-415	42075	ITWS Remote Situation Display	78036	07/30/13	08/01/13	4	X
AMA-415	42075	ITWS Remote Situation Display	78037	08/13/13	08/15/13	5	X
AMA-415	43549	Common Digitizer (CD), Model 2A/B/C/D/E	78067	08/06/13	09/03/13	8	X
AMA-415	40682001	ITWS Secondary Reliever Airport (SRA), non-TDWR ATCT Situation Display (SD)	77879	05/22/13	05/23/13	1	X
AMA-415	42080001	Terminal Doppler Weather Radar (TDWR) System EHOT	78063	05/29/13	06/27/13	3	X
AMA-415	42080001	Terminal Doppler Weather Radar (TDWR) System EHOT	78064	07/10/13	08/08/13	4	X
AMA-415	42080001	Terminal Doppler Weather Radar (TDWR) System EHOT	78090	09/04/13	10/03/13	2	X
AMA-421	40373	DBRITE	77407	04/17/13	04/23/13	5	X
AMA-421	40373	DBRITE	77408	06/12/13	06/18/13	5	X
AMA-421	40373	DBRITE	77409	08/07/13	08/13/13	6	X
AMA-421	40474	ARTS IIE for ATSS	77412	05/15/13	06/11/13	4	X
AMA-421	40670	Full STARS Maintenance EHOT	77463	05/09/13	06/12/13	6	X
AMA-421	40670	Full STARS Maintenance EHOT	77464	07/11/13	08/14/13	7	X
AMA-421	40670	Full STARS Maintenance EHOT	77465	09/12/13	10/16/13	7	X
AMA-421	40670	Full STARS Maintenance EHOT	77466(N)	09/12/13	10/16/13	3	X
AMA-421	40676	STARS Software Administration and Security	77470	06/13/13	07/10/13	7	X
AMA-421	40676	STARS Software Administration and Security	77471	08/15/13	09/11/13	6	X
AMA-421	42055	ARTS IIIE Software Maintenance for SPSS	77427	07/17/13	08/13/13	2	X
AMA-421	42055	ARTS IIIE Software Maintenance for SPSS	77430	08/21/13	09/17/13	3	X
AMA-421	40496001	Hardware Maintenance for Micro-EARTS	77456	06/26/13	07/17/13	7	X
AMA-421	40496001	Hardware Maintenance for Micro-EARTS	77457	08/14/13	09/04/13	5	X
AMA-421	40497001	Software Maintenance for Micro-EARTS	77901	09/05/13	09/25/13	6	X
AMA-421	40497001	Software Maintenance for Micro-EARTS	83805	07/18/13	08/07/13	0	X
AMA-421	40692001	STARS Remote Tower EHOT	77498	06/13/13	06/26/13	4	X
AMA-421	40692001	STARS Remote Tower EHOT	77499	07/10/13	07/23/13	2	X
AMA-421	40694001	STARS G4 Full Service EHOT	81089	06/18/13	08/13/13	7	X
AMA-421	40697001	STARS G4 Delta (TRACON &RT)	81066	05/16/13	05/22/13	4	X
AMA-421	40697001	STARS G4 Delta (TRACON &RT)	81075	08/07/13	08/13/13	6	X
AMA-421	40697001	STARS G4 Delta (TRACON &RT)	81081	08/14/13	08/20/13	4	X
AMA-421	40697001	STARS G4 Delta (TRACON &RT)	81072(N)	06/04/13	06/10/13	8	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81169	08/22/13	09/09/13	4	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81171	09/10/13	09/25/13	3	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81172	09/26/13	10/11/13	3	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81162(N)	06/04/13	06/19/13	4	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81164(N)	05/16/13	06/03/13	2	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81165(N)	06/20/13	07/08/13	2	X
AMA-421	40698001	STARS G4 Full Service For Remote Tower EHOT	81167(N)	07/24/13	08/08/13	4	X

AMA-421	43064001	Common ARTS Build 4.0A	77416	05/16/13	05/21/13	12	X
AMA-421	43064001	Common ARTS Build 4.0A	77417	06/06/13	06/11/13	12	X
AMA-421	43064001	Common ARTS Build 4.0A	77418	06/13/13	06/18/13	11	X
AMA-421	43064001	Common ARTS Build 4.0A	82824(N)	04/18/13	04/23/13	12	X
AMA-421	43077001	ARTS IIIE for System Managers	83720	04/24/13	05/09/13	4	X
AMA-421	43077001	ARTS IIIE for System Managers	83721	06/20/13	07/08/13	1	X
AMA-421	43077001	ARTS IIIE for System Managers	83722	09/18/13	10/03/13	1	X
AMA-421	45469001	Hardware Maintenance for ATOP FCT	77909	05/01/13	05/21/13	1	X
AMA-422	40298	WAAS WMS Communication Node Maintenance	77555	05/09/13	05/15/13	3	X
AMA-422	40298	WAAS WMS Communication Node Maintenance	77556	07/25/13	07/31/13	3	X
AMA-422	40420	HOST Concepts	77550	05/01/13	05/22/13	6	X
AMA-422	40426	HOST Peripheral Devices and Diagnostics	77552	05/30/13	06/17/13	4	X
AMA-422	41901	WAAS WMS C&V Maintenance	77553	05/16/13	05/22/13	2	X
AMA-422	41901	WAAS WMS C&V Maintenance	77554	08/01/13	08/07/13	3	X
AMA-422	43535	HOST NAS Operations for NAS/ NOMS	77551	08/06/13	09/05/13	2	X
AMA-422	40482001	En Route Automation Systems (EAS) Administration	77535	05/10/13	07/18/13	5	X
AMA-422	40482001	En Route Automation Systems (EAS) Administration	77536(N)	08/01/13	10/08/13	5	X
AMA-422	40483001	En Route Automation System (EAS) Management	77541(N)	05/16/13	07/30/13	6	X
AMA-422	40498001	Automation Concepts	83317	05/29/13	07/18/13	1	X
AMA-422	40498001	Automation Concepts	83320	07/31/13	09/19/13	2	X
AMA-422	41907001	WAAS Operator Training	77558	08/08/13	09/03/13	1	X
AMA-422	41913001	WAAS O&M Maintainer	77557	09/18/13	09/27/13	4	X
AMA-422	41914001	WAAS WRS Maintenance	77562	05/28/13	06/10/13	6	X
AMA-422	41914001	WAAS WRS Maintenance	77563	06/11/13	06/24/13	6	X
AMA-422	43073001	En Route Automation System (EAS) Maintenance	83209	08/01/13	09/10/13	11	X
AMA-422	43075001	EnRoute Communications Gateway (ECG) / (EBUS)	83999	04/16/13	05/13/13	14	X
AMA-422	43075001	En Route Communications Gateway (ECG) / (EBUS)	84000	09/25/13	10/23/13	12	X
AMA-423	40429	Automated Weather Sensor System (AWSS) Maintenance	77296	08/15/13	08/27/13	7	X
AMA-423	40429	Automated Weather Sensor System (AWSS) Maintenance	77297	09/05/13	09/17/13	6	X
AMA-423	40450	ACE-IDS Hardware Maintenance Training	77300	05/14/13	05/23/13	6	X
AMA-423	40450	ACE-IDS Hardware Maintenance Training	77301	07/09/13	07/18/13	8	X
AMA-423	40450	ACE-IDS Hardware Maintenance Training	77302	09/24/13	10/03/13	6	X
AMA-423	40463	HID/NAS/LAN	77307	07/10/13	07/16/13	3	X
AMA-423	40463	HID/NAS/LAN	77308	07/24/13	07/30/13	5	X
AMA-423	40463	HID/NAS/LAN	77309	08/07/13	08/13/13	3	X
AMA-423	40463	HID/NAS/LAN	77310	08/14/13	08/20/13	3	X
AMA-423	40463	HID/NAS/LAN	77311	08/21/13	08/27/13	5	X
AMA-423	40463	HID/NAS/LAN	77312	09/04/13	09/10/13	5	X
AMA-423	40463	HID/NAS/LAN	77313	09/18/13	09/24/13	3	X
AMA-423	40464	Tower Data Link Services II (TDLS 2) EHOT	77351	04/18/13	04/30/13	5	X
AMA-423	40464	Tower Data Link Services II (TDLS 2) EHOT	77354	08/15/13	08/27/13	6	X

AMA-423	40464	Tower Data Link Services II (TDLS 2) EHOT	77355	09/05/13	09/17/13	4	X
AMA-423	40492001	AWOS Data Acquisition System (ADAS) Sensor Control System (SCS) Maintenance	77321	05/15/13	05/22/13	6	X
AMA-423	40492001	AWOS Data Acquisition System (ADAS) Sensor Control System (SCS) Maintenance	77356	06/19/13	06/26/13	1	X
AMA-423	40492001	AWOS Data Acquisition System (ADAS) Sensor Control System (SCS) Maintenance	77357	09/19/13	09/26/13	2	X
AMA-423	40493001	AWOS EHOT	77363	04/24/13	05/08/13	5	X
AMA-423	40493001	AWOS EHOT	77364	05/29/13	06/12/13	4	X
AMA-423	40493001	AWOS EHOT	77365	06/18/13	07/02/13	6	X
AMA-423	40493001	AWOS EHOT	77366	07/24/13	08/07/13	6	X
AMA-423	43062001	FDIO G Hardware Maintenance (TIR 10-07-26-01)	77394	04/16/13	04/25/13	4	X
AMA-423	43062001	FDIO G Hardware Maintenance (TIR 10-07-26-01)	77395	04/30/13	05/09/13	2	X
AMA-423	43062001	FDIO G Hardware Maintenance (TIR 10-07-26-01)	77396	05/14/13	05/23/13	5	X
AMA-423	43062001	FDIO G Hardware Maintenance (TIR 10-07-26-01)	77397	06/04/13	06/13/13	4	X
AMA-423	43062001	FDIO G Hardware Maintenance (TIR 10-07-26-01)	77398	06/18/13	06/27/13	6	X
AMA-423	43062001	FDIO G Hardware Maintenance (TIR 10-07-26-01)	82438	04/16/13	04/25/13	1	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77712	04/17/13	05/07/13	8	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77713	05/01/13	05/21/13	7	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77714	05/15/13	06/05/13	5	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77715	05/29/13	06/18/13	7	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77716	06/12/13	07/02/13	8	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77717	07/10/13	07/30/13	7	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77725	07/24/13	08/13/13	8	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77727	08/07/13	08/27/13	7	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77729	08/21/13	09/11/13	7	X
AMA-424	40166	NAS Electrical Infrastructure Systems (NEIS)	77730	09/04/13	09/24/13	8	X
AMA-424	40169	Cinrifugal Chillers	77740	05/01/13	05/21/13	7	X
AMA-424	40169	Cinrifugal Chillers	77742	06/19/13	07/10/13	5	X
AMA-424	40169	Cinrifugal Chillers	77745	08/07/13	08/27/13	7	X
AMA-424	40169	Cinrifugal Chillers	77747	08/28/13	09/18/13	8	X
AMA-424	40173001	Hot Water Boilers	77756	05/08/13	05/21/13	8	X
AMA-424	40173001	Hot Water Boilers	77757	06/05/13	06/18/13	6	X
AMA-424	40173001	Hot Water Boilers	77758	07/24/13	08/06/13	6	X
AMA-424	40176001	Powerware BP111/PM Uninterruptible Power System (UPS) EHOT	77766	04/23/13	05/06/13	8	X
AMA-424	40176001	Powerware BP111/PM Uninterruptible Power System (UPS) EHOT	77771	05/30/13	06/12/13	8	X
AMA-424	40176001	Powerware BP111/PM Uninterruptible Power System (UPS) EHOT	77775	06/13/13	06/26/13	6	X
AMA-424	40176001	Powerware BP111/PM Uninterruptible Power System (UPS) EHOT	77777	07/30/13	08/12/13	5	X
AMA-424	40176001	Powerware BP111/PM Uninterruptible Power System (UPS) EHOT	77779	09/04/13	09/17/13	7	X
AMA-424	40176001	Powerware BP111/PM Uninterruptible Power System (UPS) EHOT	77781	09/18/13	10/01/13	4	X
AMA-424	40177001	ACEPS Standby / Critical Power & Distribution Systems	77784	07/17/13	09/25/13	12	X
AMA-424	40180001	Environmental Concepts	77800	04/17/13	05/14/13	11	X
AMA-424	40180001	Environmental Concepts	77803	05/22/13	06/19/13	11	X
AMA-424	40180001	Environmental Concepts	77804	06/26/13	07/24/13	10	X
AMA-424	40180001	Environmental Concepts	77805	07/31/13	08/27/13	12	X

AMA-424	40180001	Environmental Concepts	77807	09/04/13	10/01/13	7	X
AMA-424	40180001	Environmental Concepts	77802(N)	04/17/13	05/14/13	12	X
AMA-424	40180001	Environmental Concepts	77806(N)	07/31/13	08/27/13	8	X
AMA-424	40182001	Mitsubishi 2033A and 9700 Series UPSs EHOT	77814	05/07/13	05/23/13	7	X
AMA-425	40136	Approach Lighting System with Flashers (ALSF)-II (Airflo)	77036	06/06/13	07/01/13	8	X
AMA-425	40136	Approach Lighting System with Flashers (ALSF)-II (Airflo)	77037	07/09/13	08/01/13	4	X
AMA-425	40136	Approach Lighting System with Flashers (ALSF)-II (Airflo)	77038	08/06/13	08/29/13	5	X
AMA-425	40136	Approach Lighting System with Flashers (ALSF)-II (Airflo)	77035(N)	05/08/13	06/03/13	6	X
AMA-425	40156	Air Conditioning	77066	04/17/13	05/06/13	8	X
AMA-425	40156	Air Conditioning	77068	05/08/13	05/28/13	8	X
AMA-425	40156	Air Conditioning	77069	06/05/13	06/24/13	6	X
AMA-425	40156	Air Conditioning	77071	07/10/13	07/29/13	6	X
AMA-425	40156	Air Conditioning	77072	07/31/13	08/19/13	6	X
AMA-425	40156	Air Conditioning	77073	09/05/13	09/24/13	8	X
AMA-425	40156	Air Conditioning	77067(N)	04/24/13	05/13/13	7	X
AMA-425	40156	Air Conditioning	77070(N)	06/12/13	07/01/13	7	X
AMA-425	40165	EPA Section 608 Certification	77102	05/07/13	05/07/13	7	X
AMA-425	40165	EPA Section 608 Certification	77104	05/29/13	05/29/13	8	X
AMA-425	40165	EPA Section 608 Certification	77105	06/25/13	06/25/13	6	X
AMA-425	40165	EPA Section 608 Certification	77107	07/30/13	07/30/13	6	X
AMA-425	40165	EPA Section 608 Certification	77109	08/20/13	08/20/13	6	X
AMA-425	40165	EPA Section 608 Certification	77110	09/25/13	09/25/13	8	X
AMA-425	40165	EPA Section 608 Certification	77103(N)	05/14/13	05/14/13	7	X
AMA-425	40165	EPA Section 608 Certification	77106(N)	07/02/13	07/02/13	7	X
AMA-425	40167	Engine Generator Power Systems Laboratory (Academy)	77134	05/08/13	06/04/13	8	X
AMA-425	40167	Engine Generator Power Systems Laboratory (Academy)	77136	06/12/13	07/09/13	8	X
AMA-425	40167	Engine Generator Power Systems Laboratory (Academy)	77137	07/24/13	08/20/13	8	X
AMA-425	40167	Engine Generator Power Systems Laboratory (Academy)	77138	08/28/13	09/24/13	6	X
AMA-425	40167	Engine Generator Power Systems Laboratory (Academy)	77133(N)	04/24/13	05/21/13	8	X
AMA-425	40167	Engine Generator Power Systems Laboratory (Academy)	77135(N)	05/29/13	06/25/13	7	X
AMA-425	40168	NBP Dual Mode ALSF-2 EHOT	77147	09/04/13	10/09/13	4	X
AMA-425	41905	MALSR EHOT	77283	04/17/13	04/30/13	5	X
AMA-425	41905	MALSR EHOT	77284	05/01/13	05/14/13	5	X
AMA-425	41905	MALSR EHOT	77285	05/15/13	05/29/13	6	X
AMA-425	41905	MALSR EHOT	77286	06/04/13	06/17/13	3	X
AMA-425	41905	MALSR EHOT	77287	06/18/13	07/01/13	5	X
AMA-425	41905	MALSR EHOT	77288	07/10/13	07/23/13	5	X
AMA-425	41905	MALSR EHOT	77289	07/24/13	08/06/13	5	X
AMA-425	41905	MALSR EHOT	77290	08/07/13	08/20/13	5	X
AMA-425	41905	MALSR EHOT	77291	09/04/13	09/17/13	4	X
AMA-425	41905	MALSR EHOT	77292	09/18/13	10/01/13	5	X
AMA-425	40174001	Kohler 2nd Generation Power Systems	77160	05/02/13	05/13/13	8	X

AMA-425	40174001	Kohler 2nd Generation Power Systems	77161	06/18/13	06/27/13	5	X
AMA-425	40174001	Kohler 2nd Generation Power Systems	77162	07/09/13	07/18/13	7	X
AMA-425	40174001	Kohler 2nd Generation Power Systems	77163	08/06/13	08/15/13	6	X
AMA-425	40174001	Kohler 2nd Generation Power Systems	77164	08/20/13	08/29/13	6	X
AMA-425	40174001	Kohler 2nd Generation Power Systems	77165	09/12/13	09/23/13	6	X
AMA-425	40174001	Kohler 2nd Generation Power Systems	77166	09/24/13	10/03/13	7	X
AMA-425	40181001	Direct Current (DC) Bus Hardware Maintenance	77177	04/23/13	04/30/13	8	X
AMA-425	40181001	Direct Current (DC) Bus Hardware Maintenance	77178	05/15/13	05/22/13	8	X
AMA-425	40181001	Direct Current (DC) Bus Hardware Maintenance	77179	05/29/13	06/05/13	7	X
AMA-425	40181001	Direct Current (DC) Bus Hardware Maintenance	77180	07/23/13	07/30/13	8	X
AMA-425	40181001	Direct Current (DC) Bus Hardware Maintenance	77181	09/04/13	09/11/13	7	X
AMA-425	41909001	Runway Status Lights (RWSL) EHOT	83898	08/13/13	09/05/13	0	X
AMA-425	41909001	Runway Status Lights (RWSL) EHOT	83899	09/17/13	10/09/13	3	X
AMA-521	55047	ATC OPERATIONS SUPERVISOR WORKSHOP FOR FRONTLINE MANAGERS	79280	05/06/13	05/10/13	18	X
AMA-521	55047	ATC OPERATIONS SUPERVISOR WORKSHOP FOR FRONTLINE MANAGERS	79281	06/10/13	06/14/13	18	X
AMA-521	55047	ATC OPERATIONS SUPERVISOR WORKSHOP FOR FRONTLINE MANAGERS	81538	05/13/13	05/17/13	18	X
AMA-521	55047	ATC OPERATIONS SUPERVISOR WORKSHOP FOR FRONTLINE MANAGERS	81539	06/17/13	06/21/13	18	X
AMA-521	55047	ATC OPERATIONS SUPERVISOR WORKSHOP FOR FRONTLINE MANAGERS	82357	04/08/13	04/12/13	16	X
AMA-521	55047	ATC OPERATIONS SUPERVISOR WORKSHOP FOR FRONTLINE MANAGERS	82358	05/13/13	05/17/13	16	X

SEQUESTRATION IMPACTS

QUESTION: The flight service station program is an important resource for general aviation pilots. How has sequestration affected this program? Are you considering any changes to the flight service station program in FY 2014? What are FAA's long-term plans for flight service stations?

ANSWER:

Flight Services is operated by Lockheed Martin in the CONUS, Hawaii, and Puerto Rico, and by the FAA in Alaska. In response to sequestration funding levels, Flight Services has eliminated contractor provided on-site support for "Special Events", (i.e., Sun N' Fun, Oshkosh, Albuquerque Balloon Festival, etc.) in the CONUS. We have also reduced Alaska Flight Service participation in Safety Outreach activities. Travel has been significantly reduced, limiting travel to what is operationally necessary.

As a result of sequestration and the actions the FAA took restricting hiring, Flight Service has not backfilled approximately 23 positions. These include approximately 11 air traffic control specialists, five Front Line Managers, and two staff specialists in Alaska and an additional five management and staff positions fulfilling critical leadership and technical functions in the Alaska Flight Service Information Area group or Headquarters.

The Flight Service operations nationwide are expected to remain status quo for FY 2014 at funding levels requested in the Presidents Budget.

Long-term plans include creating efficiencies by leveraging advances in technology and expanding automation capabilities. A vast majority of pre-departure pilot briefings and flight plans are currently processed through web-based services. Continued dialogue with our stakeholders will allow us to meet their needs for increased use of technology, while mitigating safety risk and reducing costs.

Sequestration Impacts

QUESTION: Provide a chart of total employees by line of business for FY11, FY12, and FY13. Include end of year staff-on-board levels for FY11 and FY12 and staffing levels as of May 1 for FY 13. Within ATO and AVS, please specify number of controllers (CPC and developmental controllers), technicians, and inspectors (AFS and AIR) for each year.

ANSWER: (See attachment)

FAA Total Employees by LOB/SO

Line of Business (LOB)		FY 2011	FY2012	FY2013
ATO		35,837	34,105	33,702
AVS		7,642	7,560	7,359
AST		69	75	75
*AFN		N/A	2,885	2,894
	ABA	167	255	258
	ARC	2,200	2,073	2,079
	AIO	116	208	191
	ACQ	N/A	320	325
	AFN-1/100/200	N/A	29	41
*ANG		0	945	924
AHR		620	577	545
Staff Offices (SO)		FY 2011	FY2012	FY2013
AOA/ADA		22	20	20
ACR		81	77	68
AGI		10	10	9
AOC		34	30	29
*AAE		N/A	18	19
AGC		268	239	245
APL		165	171	166
ASH		485	476	480
Grants-In-Aid for Airports		546	551	561
	Grand Total	48,262	47,739	47,096

FAA Total Employees by LOB/SO: ATO & AVS

Controllers (CPC & Developmental), Technicians, and Inspectors

Line of Business (LOB)		FY 2011	FY2012	FY2013
ATO				
	Certified Professional (CPC)	12,604	12,896	12,731
	Developmental	2,814	2,315	2,190
	Total Controllers	15,418	15,211	14,921
	PASS Technicians	6,168	6,121	6,071
AVS				
	AFS - Inspectors	4,040	4,026	3,920
	AIR - Inspectors	248	258	253

Data Source: FAA Datamart as of last full pay period (PP20) of FY11 & FY12, so actual end of fiscal year AVS staffing levels are understated. Data for FY13 is current as of PP 09 (April 20, 2013).

* AFN & AAE organizations were established in FY2012. Prior to FY 2012, ANG employees were in ATO.

SEQUESTRATION IMPACTS

QUESTION: FAA currently has a hiring freeze in place. What changes has the agency made to controller and inspector workforce plans as a result of the gap in hiring?

ANSWER:

As a result of sequestration and the hiring freeze that FAA has implemented, we now anticipate that the air traffic controller and Aviation Safety (AVS) headcounts at the end of FY 2013 will be lower than their original 2013 plan targets. Future versions of the Controller and AVS workforce plans will incorporate modified hiring plans and attrition projections to address the impacts of sequestration.

UNMANNED AIRCRAFT SYSTEMS

QUESTION: The FAA closed its comment period regarding the development of a privacy policy that will govern operations and protocols at the chosen test sites. What feedback and direction are you receiving from federal partners like the Department of Justice and the Department of Homeland Security on the privacy policy? When will the FAA release your findings and decision?

ANSWER:

The FAA engaged our interagency partners (including NASA, DOD, and DHS) and sought input in the development of the FAA proposed privacy approach for the UAS test sites.

The FAA is also analyzing the public input it has received regarding its proposed approach of including terms and conditions in the “other transaction agreement” (OTA) that would, among other things, require the operators to develop privacy policies and make them publicly available. By the end of August 2013, the FAA expects to have reached a determination regarding the final terms to include in the OTAs with the test site operators.

UNMANNED AIRCRAFT SYSTEMS

QUESTION: **FAA will undertake an independent evaluation of the airspace of the proposed test sites rendering one of three possible findings: feasible, feasible with limitations, or not feasible. Do you anticipate soliciting further information from applicants or conducting site visits prior to completing your evaluation process?**

ANSWER:

The FAA currently has no plans to solicit additional information from the test site applicants. At this time, the FAA has no plans to visit the prospective test sites as a part of the selection process.

UNMANNED AIRCRAFT SYSTEMS

QUESTION: Will there be research grants or other funding opportunities to partner with the FAA and other strategic partners?

ANSWER:

The FAA currently has no plans to fund research at the test sites. The “other transaction agreements” (OTA) will allow the FAA and other Federal Agencies to fund research in the future.

CENTERS OF EXCELLENCE

QUESTION: *FAA's "Center of Excellence" program allows the agency to partner with universities to research specific aviation challenges and emerging technologies. Please provide a list of all current COEs along with FAA funding levels and sources.*

ANSWER:**COE for Airport Technology (CEAT)**

University Lead: **University of Illinois – Urbana Champaign** with Rensselaer Polytechnic Institute, XSiGHT Systems, Geo-Marine Inc., Accipiter Systems, Trex Enterprises Corporation, QinetiQ Group PLC, and Stratech Systems, Ltd.

Total FAA Funds Awarded (since inception): \$20,757,439

Sources of Matching & External Support* (Outside the FAA): Chicago O'Hare Modernization Program, XSiGHT Systems, Geo-Marine Inc., Accipiter Systems, Trex Enterprises Corporation, QinetiQ Group PLC, Stratech Systems, Ltd.

COE for General Aviation (CGAR)

University Lead: **Embry Riddle Aeronautical University** with the University of Alaska at Fairbanks and Anchorage, the University of North Dakota, and Wichita State University

Total FAA Funds Awarded (since inception): \$16,484,087.87 grant awards plus \$5,326,297 Contract Tasks**

Sources of Matching & External Support* (Outside the FAA): AAAE, AOPA-ASF, EAA, HAI, NATA, NBAA, NASAO, Adam Aircraft, Avemco Insurance Company, Avidyne Corporation, Airshares Elite, Cessna, Cirrus Design, Eclipse Aviation, Garmin, Chicago Flight Instructor Association, Frasca International, Galvin Flying Service, Greater St. Louis Flight Instructor Association, Jeppesen Sanderson, Medallion Foundation, Harris

COE for Cabin and Intermodal Research (ACER/RITE)

University Lead: **Auburn University** with Harvard University, Purdue University, Boise State University, Kansas State University, and University of Medicine and Dentistry of New Jersey

Total FAA Funds Awarded (since inception): \$21,813,073

Sources of Matching & External Support* (Outside the FAA): Honeywell, Delta, Singapore Airlines, United, Donaldson Filtration Solutions, Keddeg, Goodrick, MITRE, Battelle, Altera, Berkely Lab, US Airways, Air Transport Assication, Pall Corporation, Boeing, Southwest Airlines, ANSYS, Intergraph, CDC, Steris, AirOcare, Aeroclave, TSI, US Army, DTRA

Joint COE for Advanced Materials (JAMS)

University Leads: **Wichita State** and **the University of Washington** with Edmonds Community College, Florida International University, Northwestern University, Oregon State University, Purdue University, Tuskegee University, University of California – Los Angeles and San Diego, University of Delaware, Washington State University, and the University of Utah

Total FAA Funds Awarded (since inception): \$21,661,321

Sources of Matching & External Support* (Outside the FAA): The Boeing Company, Hexcel Corporation, Toray Composites (America), Inc., Heatcon Composite Systems, Cytec Engineered Materials, A&P Technology, Integrated Technologies, Inc., General Plastics, Sandia National Labs, General Plastics Manufacturing Company, Dassault Sytems/Simulia Corporation, C&D Zodiac, University of Washington, Washington State University, University of Utah, Florida International University, Oregon State University, Edmonds Community College

Joint Partnership for Aircraft Noise & Aviation Emissions (PARTNER)***

University Leads: **MIT** with Boston University, Georgia Institute of Technology, Harvard University, Missouri University of Science and Technology, Pennsylvania State University, Purdue University, Stanford University, University of Illinois Urbana Champaign, University of North Carolina – Chapel Hill, and University of Pennsylvania

Total FAA Funds Awarded (since inception): \$44,924,125 grant awards plus \$9,986,733 Contract Tasks**

Sources of Matching & External Support* (Outside the FAA): Aerodyne Research, Inc., Airbus, Airports Council International, ATAA, AIAA, Bell Helicopter Textron, Boeing, Bombardier, Cessna, Delta, GE, Gulfstream, Indiana DOT, Lockheed Martin, Logistics Management Institute, Massachusetts Port Authority, Metron, Metropolitan, Washington Airports Authority, National Organization to Insure Sound-Controlled Environment, O'Hare Noise Compatibility Commission, Palisades Citizens Association, Raisbeck Engineering, Rannoch Corporation, Regional Airport Authority of Louisville and Jefferson Company, Rolls-Royce, San Francisco International Airport, Sikorsky, UPS, Pratt & Whitney, Wyle Laboratories

COE for Commercial Space Transportation (CST)

Administrative Lead: **Florida Institute of Technology** with Florida State University, New Mexico Institute of Mining and Technology, New Mexico State University, Stanford University, University of Central Florida, University of Colorado at Boulder, University of Florida, and University of Texas - Medical Branch

Total FAA Funds Awarded (since inception): \$4,552,105

Sources of Matching & External Support* (Outside the FAA): AIAA, Bachner Consultants Inc., Boeing Company, CSSI, Inc., Florida State University, Lockheed Martin, Loral, New Mexico Institute of Mining and Technology, New Mexico State University Space Development Foundation, Scitor, Space Florida, Stanford University, University of Colorado at Boulder, United Launch Alliance, University of Texas Medical Branch

COE for General Aviation Research (PEGASAS)

University Lead: **Purdue University** with Florida Institute of Technology, Florida State University, New Mexico Institute of Mining and Technology, New Mexico State University, Stanford University, University of Central Florida, University of Colorado at Boulder, University of Florida, and University of Texas Medical Branch

Total FAA Funds Awarded (since inception): \$60,000

Sources of Matching & External Support* (Outside the FAA): Georgia Institute of Technology, Florida Institute of Technology, Ohio State University, Iowa State University, Texas A&M University

*COE Grant funds are awarded for public purpose and are subject to a Congressionally mandated 1:1 match (+ matching >\$146K)

**Contract Tasks are awarded for public purpose and may include a negotiated cost share

***FAA funds awarded to PARTNER include amounts supplemented by other gov't organizations: Transport Canada, DLA Energy, AFRL, NASA, and EPA

FAA Centers of Excellence (COE)
Congressional Inquiry - House Appropriations Committee
May 2013

**FAA COE Partnerships
with Universities**

As of March 31, 2013

Center of Excellence	COE Life Cycle	Total FAA Funds Awarded (since inception)	Sources of Matching & External Support* (Outside the FAA)
CEAT - Grant Awards*	1994-04/30/2013	\$20,757,439	Chicago O'Hare Modernization Program, XSiGHT Systems, Geo-Marine Inc., Accipiter Systems, Trex Enterprises Corporation, QinetiQ Group PLC, Stratech Systems, Ltd.
CGAR- Grant Awards*	2001-12/31/2013	\$16,484,088	AAAE, AOPA-ASF, EAA, HAI, NATA, NBAA, NASAO, Adam Aircraft, Avemco Insurance Company, Avidyne Corporation, Airshares Elite, Cessna, Cirrus Design, Eclipse Aviation, Garmin, Chicago Flight Instructor Association, Frasca International, Galvin Flying Service, Greater St. Louis Flight Instructor Association, Jeppesen Sanderson, Medallion Foundation, Harris
ACER/RITE - Grant Awards*	2004-08/31/2014	\$21,813,073	Honeywell, Delta, Singapore Airlines, United, Donaldson Filtration Solutions, Keddeg, Goodrick, MITRE, Battelle, Altera, Berkely Lab, US Airways, Air Transport Association, Pall Corporation, Boeing, Southwest Airlines, ANSYS, Intergraph, CDC, Steris, AirOcare, Aeroclave, TSI, US Army, DTRA
JAMS- Grant Awards*	2003-12/17/2015	\$21,661,321	The Boeing Company, Hexcel Corporation, Toray Composites (America), Inc., Heatcon Composite Systems, Cytec Engineered Materials, A&P Technology, Integrated Technologies, Inc., General Plastics, Sandia National Labs, General Plastics Manufacturing Company, Dassault Systems/Simulia Corporation, C&D Zodiac, University of Washington, Washington State University, University of Utah, Florida International University, Oregon State University, Edmonds Community College

FAA Centers of Excellence (COE)
Congressional Inquiry - House Appropriations Committee

***PARTNER - Grant Awards*	2003-09/30/2013	\$4,924,125	Aerodyne Research, Inc., Airbus, Airports Council International, ATAA, AIAA, Bell Helicopter Textron, Boeing, Bombardier, Cessna, Delta, GE, Gulfstream, Indiana DOT, Lockheed Martin, Logistics Management Institute, Massachusetts Port Authority, Metron, Metropolitan, Washington Airports Authority, National Org to Insure Sound-Controlled Environment, O'Hare Noise Compatibility Commission, Palisades Citizens Association, Raisbeck Engineering, Rannoch Corporation, Regional Airport Authority of Louisville and Jefferson Company, Rolls-Royce, San Francisco International Airport, Sikorsky, UPS, Pratt & Whitney, Wyle Laboratories
CST - Grant Awards*	2010-08/17/2020	\$4,552,105	AIAA, Bachner Consultants Inc., Boeing Company, CSSI, Inc., Florida State University, Lockheed Martin, Loral, New Mexico Institute of Mining and Technology, New Mexico State University Space Development Foundation, Scitor, Space Florida, Stanford University, University of Colorado at Boulder, United Launch Alliance, University of Texas Medical Branch
PEGASAS - Grant Awards*	2012-08/2022	\$60,000	Georgia Institute of Technology, Florida Institute of Technology, Ohio State University, Iowa State University, Texas A&M University
SubTotal		\$130,252,151	
CGAR - Contract Tasks**		\$5,326,297	
PARTNER - Contract Tasks**		\$9,986,733	
TOTAL Funds - Current COEs		\$145,565,181	

*COE Grant funds are awarded for public purpose and are subject to a Congressionally mandated 1:1 match (+ matching >\$146K)

**Contract Tasks are awarded for public purpose and may include a negotiated cost share

***FAA funds awarded to PARTNER
include amounts supplemented by
other gov't organizations: Transport
Canada, DLA Energy, AFRL, NASA, and
EPA

CENTERS OF EXCELLENCE

QUESTION: What criteria does FAA use when evaluating applicants for entrance into the COE program?

ANSWER:

When establishing a new COE, the FAA conducts a public meeting allowing for dialogue with the university community and their potential industry partners; FAA then publishes a Final Solicitation. Subject matter experts perform a technical evaluation and a second team conducts a management and fiscal review of the submitted proposals. The FAA Administrator then selects COE university teams based on the criteria provided by Congress in the enabling legislation Public Law 101-508, as follows:

(4) SELECTION CRITERIA - The Administrator shall select recipients of grants under this subsection on the basis of the following criteria:

(A) The extent to which the needs of the State in which the applicant is located are representative of the needs of the region for improved air transportation services and facilities.

(B) The demonstrated research and extension resources available to the applicant for carrying out this subsection.

(C) The capability of the applicant to provide leadership in making national and regional contributions to the solution of both long-range and immediate air transportation problems.

(D) The extent to which the applicant has an established air transportation program.

(E) The demonstrated ability of the applicant to disseminate results of air transportation research and educational programs through a statewide or region wide continuing education program.

(F) The projects which the applicant proposes to carry out under the grant.

CENTERS OF EXCELLENCE

QUESTION: Given the concentration on safety among the FAA's existing Centers of Excellence and the Administration's recent focus on manufacturing and design-related competitive economic benefits of advanced composite materials for America's next generation aircraft, should there be a Center concentrating on those benefits to complete the existing Centers of Excellence mission and vision?

ANSWER:

The FAA COE Program Office has participated in discussions over the past year to determine the feasibility of a COE that could be established to focus on such issues beginning in 2015 when the current Joint COE for Advanced Materials (JAMS) comes to a close (please see the sponsor's description of this center below). We are aware of the external interest expressed in support of this topic area; however, there is a need to involve universities as well as their affiliates from the aviation industry in a long-term plan. Critical to our decision-making is the assurance that both FAA and the required shared funding from COE industry and other non-federal sources would be available to appropriately plan for and adequately support a new COE in the future.

The FAA Joint Advanced Materials and Structures Center of Excellence (JAMS) concentrates on the manufacturing and design-related competitive economic benefits of advanced composite materials for America's next generation aircraft.

Research done through JAMS encompasses polymer composites, new materials, advanced processing techniques, advanced structural concepts, cabin safety and crashworthiness. Within JAMS is the **Center of Excellence for Composites & Advanced Materials (CECAM)** which is focused on multiple projects of advanced composite materials for America's next generation aircraft. Recent project areas include:

- **Depot Bonded Repair Investigation – Round Robin Testing**
National Institute for Aviation Research, Wichita State University

- **Impact Damage Formation on Composite Aircraft Structures**
University of California - San Diego
- **Damage Tolerance Testing and Analysis Protocols for Full-Scale Composite Airframe Structures under Repeated Loading—Certification of Composite-Metal Hybrid Structures**
National Institute for Aviation Research, Wichita State University
- **Environmental Compensation Factor Influence on Composite Design and Certification**
National Institute for Aviation Research, Wichita State University
- **Crashworthiness of Composites Structures—Certification by Analysis**
National Institute for Aviation Research, Wichita State University, Wichita State University
- **Development of Dynamic Mechanical Analyzer (DMA) Calibration & Testing Procedures**
National Institute for Aviation Research, Wichita State University

Additional information about the JAMS Center of Excellence is available at www.JAMS-coe.org

Additional Information on JAMS:

In December 2003, the Federal Aviation Administration announced a joint award to Wichita State University and the University of Washington to create the FAA Joint Advanced Materials and Structures Center of Excellence (JAMS). WSU was designated as a Center of Excellence for Composites and Advanced Materials (CECAM) and the University of Washington was designated as a center for Advanced Materials in Transport Aircraft Structures (AMTAS).

The center addresses the engineering and science issues associated with safety, regulation and product certification of advanced materials and structures to assure equivalent or higher levels of safety relative to existing technology. It also establishes engineering standards and provides training in the area of advanced materials and structures. The ultimate goal is to develop an advanced materials and structures knowledge base.

FAA-sponsored research conducted by the JAMS center of excellence is divided into nine technical areas focused on advanced materials and structures:

- Material Standardization and Shared Databases
- Bonded Joints Issues
- Structural Substantiation
- Damage Tolerance and Durability
- Maintenance Practices
- Advanced Material Forms and Processes
- Cabin Safety
- Nanotechnology for Composite Structures
- Life Management of Materials for Improved Aircraft Maintenance Practices

JAMS has made a commitment to focus on aviation safety and certification needs by involving additional FAA and industry personnel in the process. The research reviewed shows continuing efforts to focus on aviation industry safety and certifications needs. This is a major accomplishment for the center and a fitting close to the first phase of the JAMS program. The program highlights the work of each of the universities and is becoming proficient at researching the safe use of composites and other advanced materials and processes in aircraft structures. This increases the value of the center to the FAA and the aviation community in general.

OFFICE OF FINANCE AND MANAGEMENT REORGANIZATION

QUESTION: *The budget proposes to reorganize FAA's structure by combining en route and terminal services. FAA underwent a major reorganization two years ago when the Air Traffic Organization program management office and the shared services organization were created. First, what efficiencies have the FAA gained from the reorganization two years ago?*

ANSWER:

The FAA assembled, in one organization within the ATO, the majority of programs that specialize in program management. The Program Management Organization (PMO) has improved consistency of program execution through robust information sharing with stakeholders, institutionalization of acquisition best practices, and community review of lessons learned. An example of such information sharing is the bi-weekly Program Management Reviews. These briefings are held to discuss program status and include program schedule milestones, risks, budget, effectiveness on other systems within the NAS, and the measuring of program metrics and their impacts on ATO goals such as ATO Priorities and business plan initiatives.

The PMO has also formed a collaborative working relationship with NextGen to help determine, from an air traffic perspective, how to marry NextGen's vision with solutions that work in the operations environment.

In September 2011, as part of its Foundation for Success review, the FAA consolidated and centralized common financial, acquisitions, information technology, and regions and center operations functions under a new shared services provider organization—the Office of Finance and Management (AFN).

Today, with its basic business processes and supporting metrics now in place, AFN continues to consolidate redundant work across the agency, accelerate cross-functional integration, eliminate gaps, embrace innovation, ensure accountability and identify continuous process improvements. AFN is focused on building strong customer partnerships and a shared services culture.

The new Financial Services (ABA) organization streamlined the agency's financial functions and provides an analytic, resource-based support to the agency's financial decision-making processes. The Finance team has instituted an agency-wide cost efficiency program and provides the accounting oversight to achieve an annual goal of an unqualified audit opinion.

The new Acquisitions and Business Services (ACQ) leads the FAA's Strategic Sourcing for the Acquisition of Various Equipment and Supplies (SAVES) Program. SAVES is used by all FAA lines of business, staff offices, regions, and centers to purchase selected commodities at a lower cost while maintaining or improving the quality of those products. In FY 2012, the program generated a \$28 million savings for the agency, and it has been expanded to address a wider range of the FAA's annual spending.

AQC awarded a new SAVES contract to provide commercial off-the-shelf software from 45 different software manufacturers. The program is expected to more than double the annual savings within the next two years with the addition of two new contract vehicles.

Together, the Finance and Acquisition organizations assisted the Agency in identifying contract and other spending reductions to achieve \$637 million in sequester reductions across the Agency. These organizations continue to ensure that major system investments stay on schedule and cost.

Under AFN, Regions and Center Operations (ARC) has accelerated efforts to identify excess real property for disposal, termination, replacement, renovation or transfer. Agency-wide space standards were implemented to gain additional efficiencies and minimize occupancy and overall costs. ARC continues to drive sustainability activities in our facilities and reduce the agency's footprint.

ARC is on track to provide the agency with additional cost savings in FY 2013 and 2014 through the following space consolidations:

- Safety Office into the Western Pacific Regional Office (March 2013)
- National Flight Simulator Program Office into the Southern Regional Office (May 2013)
- Lexington Flight Standards District Office into the New England Regional Office (June 2013)
- LAX Basin (FY 2013) and System Support Center (FY 2014) into the Western Pacific Regional Office.

As the agency's IT functions continue to be realigned and centralized under AFN's Information Services (AIO), the cost efficiencies and savings will be reinvested into improving mission IT services. In FY 2013, AIO is on track to achieve \$36 million in IT Savings, over a 10 percent reduction, while improving operational and organizational efficiency, increasing customer service and satisfaction, and adopting and adapting to emerging technology. AIO achieved these cost savings by consolidating duplicative programs, realigning its resources to better meet customer needs, and seeking more effective solutions to agency requirements.

IT efficiencies have centered on initiatives and mandates, such as:

- Cloud computing
- Enterprise Architecture alignment in both the National Airspace (NAS) and non-NAS environments
- Consolidating data centers
- Deployment of mobile devices with access to FAA data and information
- More effective and efficient IT solution delivery
- Streamlined information system security protection and response by the Cyber Security Management Center and consolidated Information System Security (ISS) personnel.

Additional IT improvements are underway including: contract consolidation in ISS, Solution Delivery (Software development and licensing), and helpdesk services. The expected savings will be reinvested in the full implementation of cloud computing, Electronic Messaging Services (EMS), and critical air traffic programs such as ASK-ME.

FAA REORGANIZATION

QUESTION: *The budget proposes to reorganize FAA's structure by combining en route and terminal services. FAA underwent a major reorganization two years ago when the Air Traffic Organization program management office and the shared services organization were created. What's the benefit of combining En Route and Terminal services? What plans do you have to combine these services in the field?*

ANSWER:

In 2010, the FAA embarked upon Destination 2025, our long-term strategic vision for transforming the national aviation system and our agency. In support of that vision, we launched the FAA's Foundation for Success with the key initiative to improve internally shared services to streamline functions to ensure that they are delivered as effectively and efficiently as possible. This transformation involved centralizing functions across the Air Traffic Organization (ATO), including:

- Mission Support, created in 2010, resulted in shared operational and administrative support allowing operational units to concentrate on core mission;
- The Program Management Office, created in 2012, resulted in streamlined processes, reduced redundancies, consistent program integration, and improved program agility;
- Safety and Technical Training, consolidated in 2012, resulted in increased efficiency in critical delivery of timely technical training that addresses real-time safety issues; and
- Management Services, created in 2012, resulted in streamlined, centralized administrative and business processes, and policies that enable sustained organizational performance.

Consolidation of Terminal Services and En Route and Oceanic Services is the final step in actualizing the needed organizational structure and more efficient roles. Implementation of this merger will take place on October 6, 2013, creating one service unit, Air Traffic Services, AJT.

Benefits of combining:

- Consolidated Air Traffic Services organization is better able to safely and efficiently implement NextGen technologies.
- Operational and programmatic priorities aligned to deliver seamless services and holistic solutions to National Airspace System users, with increased awareness of operational challenges and improved ability to prioritize activities and efficiently resolve issues that may arise.
- Single Air Traffic operational voice improves collaboration with key customers in critical, challenging markets, and eliminates oversight duplication of efforts and resources.
- Air Traffic Organization is able to fully actualize the new shared services organizations benefits.

Field realignment will occur at the Service Area Level. The three existing ATO Service Areas and affected terminal and en route facilities will be realigned and combined geographically into North and South configurations within each Service Area.

FAA REORGANIZATION

QUESTION: *The budget proposes to reorganize FAA's structure by combining en route and terminal services. FAA underwent a major reorganization two years ago when the Air Traffic Organization program management office and the shared services organization were created. Describe the outreach and consultation that FAA management has done with the controller and technician workforce?*

ANSWER:

The FAA provided notification to the National Air Traffic Controller Association (NATCA), the Professional Aviation Safety Specialists (PASS), and other unions that represent employees of the Air Traffic Organization. If requested by the unions, and, if required by an applicable collective bargaining agreement, the Agency is prepared to bargain the impact and implementation of the merger.

ALTERNATIVE FUELS RESEARCH AND CLEEN

QUESTION: *Over the last few years, this Subcommittee has provided increased funding to advance the FAA’s research on alternative fuels and to support the CLEEN program. Describe the next milestones that will be reached in the development of alternative fuels*

ANSWER:

The FAA’s primary role in development and deployment of alternative jet fuels that are a drop-in replacement to fuels derived from petroleum is to support fuel testing, facilitate fuel approval by ASTM International, conduct environmental analyses, and facilitate information exchange among stakeholders via the Commercial Aviation Alternative Fuels Initiative (CAAFI). CAAFI is comprised of approximately 300 stakeholders from government, the aviation industry, fuel suppliers, and universities.

The FAA is addressing development barriers and facilitating fuel approval by conducting rig and engine tests of promising novel alternative jet fuels through the Continuous Lower Energy, Emissions and Noise (CLEEN) program. Analyses to understand environmental benefits, technological feasibility and economic costs of candidate fuels are also underway by government, industry and academic researchers within the Center of Excellence program.

Performance testing of novel alternative jet fuels is currently under way by three engine manufacturers. Test data will begin to be available this fall for compilation into research reports for each type of novel jet fuel. These reports must undergo peer review and any technical issues must be resolved in order for the fuel to be considered for approval. The fuels being tested and under consideration by ASTM International for approval include fully synthetic kerosene that does not require blending with conventional jet fuel, Alcohol to Jet (ATJ) fuel, pyrolysis jet fuel and jet fuels from sugars manufactured by thermochemical and biological processes.

ALTERNATIVE FUELS RESEARCH AND CLEEN

QUESTION: *Over the last few years, this Subcommittee has provided increased funding to advance the FAA's research on alternative fuels and to support the CLEEN program. How soon will technologies under development in the CLEEN be ready for commercial application? What are FAA's plans to form a second phase of the CLEEN program?*

ANSWER:

To date, the Continuous Lower Energy, Emissions and Noise (CLEEN) Program has completed five major technology demonstrations, including four ground tests and a flight test. One of the tests showed advanced combustor technology that met the CLEEN NOx emissions goal, and this technology is now in product development with a scheduled entry into service date of 2016.

Based on CLEEN program advances, Boeing has established a technology transition team to consider how the Adaptive Trailing Edge technology demonstrated in a flight test might be incorporated in future aircraft products.

In addition to the technology demonstrations referred to above, there are five remaining technologies scheduled to be demonstrated in ground and flight tests later in 2013 to 2015. These technologies are expected to be included in aircraft and engine products planned for entry into service by 2019.

The second phase of the CLEEN program (CLEEN II) is planned to begin in FY 2015. A market survey and request for information on potential CLEEN II technologies was publicly released on May 9, 2013. The FAA plans to issue a draft CLEEN II solicitation in October 2013 and hold a bidder's conference in the fall following release of the draft solicitation. The FAA plans to issue the final solicitation in May 2014.

ALTERNATIVE FUELS RESEARCH AND CLEEN

QUESTION: *Over the last few years, this Subcommittee has provided increased funding to advance the FAA's research on alternative fuels and to support the CLEEN program. FAA is also researching the development of unleaded aviation gas for general aviation aircraft. What progress have you made with that program?*

ANSWER:

The FAA research conducted under the Continuous Lower Emissions, Energy and Noise (CLEEN) program to study alternative fuels applies to jet fuels only. This research is intended to address the carbon footprint and supply security concerns of petroleum-derived jet fuel. This is a separate and distinct effort from the GA Alternative Fuels research being conducted by the FAA. That research is focused on identifying an unleaded replacement fuel for piston engine-powered aircraft. The current fuel used by these aircraft, called 100LL avgas, contains lead and poses significant environmental concerns due to the toxicity of the lead emissions.

In response to the rapidly increasing concerns expressed by the General Aviation community regarding the continued availability of 100LL, the Unleaded AVGAS Transition Aviation Rulemaking Committee (UAT ARC) was chartered on January 31, 2011, by the Federal Aviation Administration Administrator. The final report of the UAT ARC can be found on the FAA Avgas website at the following URL: <http://www.faa.gov/about/initiatives/avgas/> in the Archived Articles section.

The UAT ARC final report recommended that the FAA collaborate with industry to establish an unleaded avgas fuel evaluation and testing program that would facilitate the development, approval and deployment of a replacement fuel for 100LL that would have the least possible impact on the existing fleet of aircraft. It was recommended that this program rely on the vast experience of the FAA William J. Hughes Technical Center to perform this testing.

Past GA Alternative Fuels research conducted by the FAA supported the evaluation of more than 279 fuel formulations for their octane properties in laboratory experiments and anti-detonation performance in test engines. The approach was to facilitate industry evaluation of the anti-detonation performance of unleaded avgas alternatives by investigating the interaction of various chemical and metal additives with various base fuel formulations. Valuable data was collected on the interaction of the tested additives and base fuels, on the performance differences between leaded and unleaded fuels, and on the actual octane levels of 100LL fuel. This research resulted in the development of industry standard detonation analysis techniques, including sensor equipment, data acquisition systems, and analysis algorithms that will be incorporated into standard detonation testing procedures to be employed in future testing. Knowledge gained regarding the detonation performance between leaded and unleaded fuels will be used in the development and application of test methods, procedures, and standards to evaluate and certify new candidate fuels.

The NextGen – Alternative Fuels for GA Research Program will build upon these past research accomplishments and support the development of new, unleaded fuels that can be safely used on most of the existing fleet of piston engine-powered aircraft. Recent research conducted by the FAA in this regard supported the establishment of a new, lower lead content fuel grade called 100VLL, provided data and information on the fuel octane requirements of the existing fleet of aircraft, helped to define a minimum lead content for the existing 100LL avgas, and established emissions testing capability for future evaluation of unleaded avgas formulations. Future planned research will provide technical data that will allow an assessment of the performance of the new unleaded fuels on the many configurations and designs of existing aircraft. This effort will support industry's goal to deploy an unleaded avgas that will have the least possible impact on the existing fleet.

FUTURE FACILITIES

QUESTION: *The budget request includes a total of \$245 million for a new integrated air traffic control facility in New York. Of this amount, \$10 million is requested in the Facilities and Equipment account for planning and \$235 million is requested in the Immediate Transportation Investments program. What happens to the construction schedule for the project if funding is not provided this year?*

ANSWER:

A-11 Capital Budgeting rules require that any budgetary request for facility funding support usable segments – otherwise agencies will not be in a position to obligate funds until sufficient budgetary authority is available to fund an entire usable segment. If the FY 2014 Immediate Transportation Investment funding is not received, construction will be postponed.

FUTURE FACILITIES

QUESTIONS: *The budget request includes a total of \$245 million for a new integrated air traffic control facility in New York. Of this amount, \$10 million is requested in the Facilities and Equipment account for planning and \$235 million is requested in the Immediate Transportation Investments program. When does FAA intend to select a site for the new facility? What criteria is FAA using to evaluate potential sites?*

ANSWER:

The Federal Aviation Administration currently plans to select a site for the New York Integrated Control Facility by 2014.

In December 2012, the FAA issued a request for information (RFI) to gain insight into potential available locations. The RFI expressed FAA's openness to all manners of land transfer resulting in Federal (FAA) ownership of the land. The RFI asked about sites that included but were not limited to the following: 34-49 buildable acres within the state of New York; site not located in 100-year flood plain or in localized flood-prone area; site is flat, with less than eight percent slopes; water table is at depth greater than 10 feet below average grade; site has no history of hazardous material contamination; site does not have existing easements within the property or along its perimeter; utilities available within reasonable distance; existing road access relatively close to the site; and high level of quality-of-life. The RFI was issued solely as vehicle for gathering information that could assist with the planning process. An RFI does not constitute a solicitation and does not require the Government to issue a future solicitation. FAA plans to use the information gathered from the RFI in 2014 to validate requirements and possibly inform Environmental and Engineering studies.

**TERMINAL AUTOMATION MODERNIZATION AND
REPLACEMENT (TAMR)**

QUESTION: *FAA is also in the midst of updating and replacing the terminal automation systems at 11 medium to large TRACONs and as many as 90 smaller TRACON facilities that are not compliant with ADS-B. Is the program adhering to cost and schedule estimates?*

ANSWER:

Yes. The program is tracking to the baselined cost estimates and has recently achieved two significant milestones ahead of schedule (see table below). At Philadelphia, the existing STARS system was replaced with the latest generation system in October 2012. At Dallas, the CARTS system was replaced with STARS in April, 2013.

Philadelphia	Initial Operating Capability	December 2012	October 28, 2012
Dallas	Initial Operating Capability	May 2013	April 3, 2013

There are installations continuing at Northern California TRACON (NCT), Atlanta TRACON (A80), and Miami TRACON (MIA). Please see the Acquisition Program Baseline (APB) milestones for FY 2013 and FY 2014 listed below:

Allentown	Complete First Site Hardware Delivery (ARTS IIE) at keysite	September 2013	
	Initial Operating Capability	August 2014	
Miami	Initial Operating Capability	January 2014	
N/A	Complete STARS ELITE Operational Test & Evaluation (DoD/FAA configuration)	May 2014	

Dallas	Initial Operating Capability on second major software build (E2)	September 2014	
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**TERMINAL AUTOMATION MODERNIZATION AND
REPLACEMENT (TAMR)**

QUESTION: With regard to the replacement of smaller IIE facilities, how much consolidation do you anticipate? When will FAA make a decision on consolidation plans?

ANSWER:

At this time, there are no approved plans to consolidate specific IIE facilities. In the Administrator's last hearing with the Aviation Subcommittee on July 17, 2013, it was stated that the FAA plans to brief the subcommittee members over the next couple of months to discuss consolidation plans.

CONTROLLER FURLOUGHS

QUESTION: Has the FAA issued any written orders, directives or instructions to air traffic control towers, TRACONS, or en route centers about how they should implement the furloughs due to the sequester? Has the FAA made these orders, directives and instructions available to the public? If so, please provide copies to the committee.

ANSWER:

FAA Human Resources Policy Manual (HRPM) EMP 1.27 contains agency policies governing furloughs for agency employees. In addition to the agency policy, negotiated agreements exist between FAA and its labor organizations for both the implementation of the furlough policy and implementation of the FY 2013 furlough. Together, these documents provide the required written procedures for implementing the furloughs. The procedures for implementing the controller furloughs are contained in a negotiated Memorandum of Understanding (MOU) between FAA and the National Air Traffic Controllers Association dated March 12, 2013. Agency policies and negotiated agreements are not normally provided to the public as a matter of practice, however copies are available (attached).

Attachments:

HRPM EMP 1.27 Furlough Policy

FAA-NATCA Furlough Policy MOU

FAA-NATCA FY 2013 Furlough Implementation MOU

**MEMORANDUM OF UNDERSTANDING BETWEEN THE
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION AND
THE FEDERAL AVIATION ADMINISTRATION**

This agreement is made by and between the National Air Traffic Controllers Association ("NATCA" or "Union") and the Federal Aviation Administration ("FAA" or "Agency"), collectively known as the "the Parties." This agreement applies to all NATCA bargaining unit employees within the Air Traffic Organization (ATO) in the event that the Agency proposes a discretionary ("save money" or "non-emergency") furlough during fiscal year 2013. The Parties hereby agree to the following terms:

Section 1. During the fiscal year 2013 discretionary ("save money" or "non-emergency") furlough all employees will be furloughed in the same pay period(s), for an equal amount of time not to exceed eight (8) hours per pay period. The Agency at the national level will determine the pay period(s) during which employees shall be furloughed. Furloughs days shall be eight (8) consecutive hours in a pay period for each employee, until the Agency's furlough requirements have been satisfied, except as adjusted by circumstances delineated elsewhere in this Agreement.

In the event of furloughs of less than a full shift, the hours shall be scheduled consecutively. At the election of the employee, the remaining hours can be worked or can be accounted for either by taking leave or by scheduling the residual hours elsewhere in the workweek.

Section 2. The Parties at the local level shall jointly determine the days and/or shifts in each pay period where employees are to be furloughed. Procedures for selecting and relinquishing of furlough days shall be negotiated at the local level. Local negotiations shall commence upon receipt of notification to the Union at the National level and shall be completed no later than fifteen (15) days following such notification. In the event the Parties cannot reach agreement by that date, the outstanding issues shall be elevated to the appropriate Regional Vice President (RVP) and their corresponding Agency official for resolution within forty-eight (48) hours. The RVP and corresponding Agency official shall finalize an agreement within seven (7) days of elevation.

Section 3. Furloughs for employees shall not occur any earlier than the first full pay period following the thirty (30) days Notice provided to employees. In no case will NATCA bargaining unit employees covered by this Agreement be furloughed in a pay period earlier than other ATO employees.

Section 4. In the event that the Agency's proposed furlough is revised after an employee provides a reply, the Parties will meet at the National level to bargain the impact of the revision.

- Section 5.** The Agency shall approve the exchange of furlough days using the provisions contained within Article 32, Section 5 of the NATCA/FAA Collective Bargaining Agreement dated October 1, 2009.
- Section 6.** Staffing and workload permitting, employees shall be allowed to change their scheduled furlough day to another day within the same pay period.
- Section 7.** In order to minimize the effects of the discretionary furlough, the Agency agrees to the following:
- Employees may volunteer to accept a higher number of days for which they will be furloughed, not to exceed twenty-two (22) days during the furlough period.
 - Provide part-time schedules to those employees who volunteer, to the maximum extent practicable.
 - To the maximum extent practicable, approve any requests for Leave Without Pay, including those previously denied after confirming with the employee that such requests are still valid.

Should an employee volunteer to accept additional days in a non-pay status using the provisions specified above, that person must designate the name(s) of the bargaining unit employee(s) within his/her facility/office that will have their furlough reduced by a corresponding number of day(s). Reduction of furlough days for other facility employees will occur within the same pay period as the mitigations.

- Section 8.** All individuals who are currently assigned to a facility shall be subject to distribution of furlough days at their facility.
- Section 9.** In the event scheduled furlough days are cancelled with insufficient notice for an employee to return to duty, the employee will be allowed to substitute annual leave, credit hours, compensatory time, or leave without pay for the cancelled furlough day(s).
- Section 10.** In the event that the Agency cancels scheduled furlough days/hours, the Agency shall advise the RVP and their corresponding Agency official with the facility/office, the names of the employees, and the number of days/hours at the end of each pay period. This information will be sent electronically to the Union within seventy-two (72) hours of the end of the pay period.
- Section 11.** The Agency has determined that overtime will not be used to replace any furloughed employee.

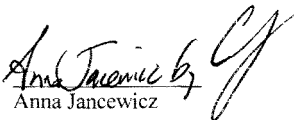
- Section 12.** The Agency shall provide the Union at the national level with a report at the end of each pay period, itemized by facility/office, including the names of the employees who worked additional hours outside their scheduled basic workweek and/or workday. This information will be sent electronically to the Union within seventy-two (72) hours of the end of the pay period.
- Section 13.** Prior to finalizing a decision to contract out work performed by bargaining unit employees, the Agency shall comply with the applicable provisions of the collective bargaining agreement(s).
- Section 14.** At those facilities where no leave exigency exists, prior to the cancellation of approved leave the Parties will meet at the national level in an attempt to avoid this action.
- Section 15.** During the furlough period, should an employee's furlough day(s) fall during the employee's response timeframe for proposed disciplinary or adverse action, or during the timeframe for filing or responding to a grievance, the associated deadlines under the appropriate collective bargaining agreements shall be extended by the number of furlough days.
- Section 16.** The Parties agree to develop a joint "Question & Answer" document to be attached and read in conjunction with this Agreement.

Signed on the 12th day of March 2013.

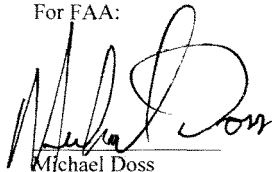
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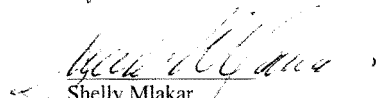

Phil Barbarello


Bryan Zibonis

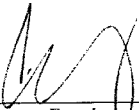

Anna Jancewicz

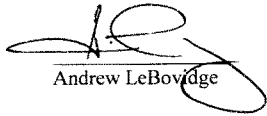
For FAA:


Michael Doss


Shelly Mlakar


H Michael Brown

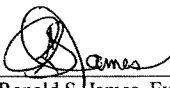


Eugene Freedman

Andrew LeBovidge

Dean Iacopelli

AGENCY HEAD REVIEW



Ronald S. James, Executive Director 3/12/2013
Employee and Labor Management Relations Date

ATO Furlough Implementation NATCA/FAA MOU – 3/11/2013
Joint Questions and Answers

Q1: What is the maximum amount of time the Agency will require an employee to be furloughed in a pay period?

A1: Eight (8) hours, however there are other provisions in the MOU that allow an employee to elect to increase the amount of time they are furloughed in a pay period.

Q2: Can an employee be scheduled for 1-hour per day of furlough, totaling 8-hours for the pay period?

A2: No. The time an employee is to be furloughed each pay period must be scheduled on the same day, in consecutive hours.

Q3: If an employee's scheduled workday is in excess of eight (8) hours, will they still only be furloughed in increments of eight (8) hours?

A3: Yes. However, an employee on an Alternative Work Schedule (AWS) may choose to work the hours that are in excess of the eight (8) on the furlough day, use leave to account for the remaining hours, or reschedule those work hours to another day during the pay period.

Q4: When should the local parties begin negotiating the local procedures to implement the furlough?

A4: The Parties at the National level will ensure that all facilities are made aware through normal communication channels.

Q5: What are the expectations for the local negotiations?

A5: It is expected that these negotiations will be similar to those conducted for annual leave or the basic watch schedule. However, the timelines to accomplish these negotiations are condensed given the circumstances.

Q6: Will the "Red Book" provisions referenced in Section 5 of the MOU apply to all bargaining unit employees in the ATO?

A6: Yes. The Parties have adopted these provisions for all bargaining unit employees within the ATO.

Q7: Will the furlough include people who are on a detail away from the facility?

A7: Yes.

Q8: Can an employee volunteer to take additional furlough days so that someone else will serve less furlough days?

A8: Yes. An employee may volunteer to accept additional furlough days not to exceed a total of twenty-two (22) furlough days. The request must designate the name(s) of the bargaining unit employee(s) whose furlough day(s) they are volunteering to accept. Reduction of another employee's furlough time must occur in eight hour increments, in the same pay period, and in the same facility/office.

Q9: If an employee volunteers to work a part-time schedule can the employee designate other bargaining unit employees that will have their furlough days reduced as a result?

A9: Yes. After accounting for their own furlough day, the additional days spent in a non-pay non-duty status can be applied toward specified bargaining unit employees whose furlough requirement will be reduced as a result. Reduction of other employees' furlough time must occur in eight hour increments, in the same pay period, and in the same facility/office.

Q10: If an employee is granted LWOP in excess of their furlough requirement for the pay period, can the employee designate other bargaining unit employees that will have their furlough days reduced as a result?

A10: Yes. After accounting for their own furlough day, the additional days spent in a LWOP status can be applied toward specified bargaining unit employees whose furlough requirement will be reduced as a result. Reduction of other employees' furlough time must occur in eight hour increments, in the same pay period, and in the same facility/office.

Q11: What is "insufficient notice" described in Section 9 of the MOU?

A11: Each situation will be evaluated on a case-by-case basis. As an example, if an employee has departed on an out-of-town trip, is subsequently advised that their furlough day(s) have been cancelled and the employee cannot reasonably be expected to return to the duty station, the employee will be granted leave. This is a specific exception to negotiated leave approval procedures.

Q12: Can an employee convert scheduled furlough days to leave if the furlough is cancelled?

A12: No. Leave approval is still subject to negotiated procedures, with the exception of the circumstances covered in Question 11.

Q13: If I had scheduled a furlough day on a day that I previously had approved annual leave and the furlough is cancelled, will I return to approved annual leave?

A13: Yes.

Q14: Can a supervisor or manager cancel approved annual leave during the furlough period?

A14: Prior to the cancellation of approved annual leave, facility management must refer the matter to the national level. The Parties at the national level will discuss in an attempt to avoid this situation.

Q15: Can employees work credit hours and/or compensatory time to replace an employee on a furlough day?

A15: No

Q16: Can an employee be scheduled, called in, or held over on overtime to cover for another employee that has been scheduled off on a furlough day?

A16: No.

Q17: Does the extension of timelines described in Section 15 of the MOU apply only to bargaining unit employees?

A17: No. The timeline extensions apply to both bargaining unit employees and the Agency.

Human Resources Policy Manual (HRPM)
Volume 1: Employment
EMP-1.27

Furlough

This policy applies to: (1) Non-bargaining unit employees/positions (2) bargaining unit employees/positions, except where the applicable collective bargaining agreement contains conflicting provisions or bargaining requirements have not been met.

Chapter established: 01/25/2012

This version effective: 03/26/2012

Background Information: This version replaces EMP-1.27 dated 01/25/2012. Pen and ink changes have been made to this policy chapter.

Pursuant to Department of Transportation and Related Agencies Appropriation Act of 1996, § 347, Pub. L. No. 104-50, 109 Stat. 436 (Nov. 15, 1995), codified at 49 U.S.C. § 40122(g) (hereinafter "DOT Act"), the Federal Aviation Administration (FAA) has the authority to develop and implement a new personnel management system that addresses the unique demands on the agency's workforce. The FAA's policy on furlough is set out in this Chapter, consistent with the FAA Personnel Management System (FAA PMS) Chapter I, Staffing, Paragraph 14, which addresses the current complexities of the FAA's operational structure including numerous pay systems, bargaining units, and position classifications.

Use this policy chapter in conjunction with: HRP Reference Material: Downsizing and Staffing Adjustment Options, HRP Reference Material: Request for Coordination and Clearance of a Furlough, HRP Reference Material: Save Money Furlough - Questions and Answers

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1. Purpose
 2. Scope
 3. Definitions
 4. Roles and Responsibilities
 5. Avoiding or Minimizing "Save Money" Furlough
 6. "Save Money" Furlough Approval Procedures
 7. "Save Money" Furlough Coverage and Duration
 8. Employees Released for "Save Money" Furlough
 9. "Save Money" Furlough Procedural Rights
 10. Benefits
 11. Documenting a Furlough

1. Purpose: The purpose of this Chapter is to establish and implement the FAA's policies and procedures governing furloughs within the FAA. This Chapter also identifies certain discretionary management tools that may assist in avoiding a furlough and provides specific examples of the measures that may be taken to mitigate the effects of a furlough.

2. Scope: This policy applies to all FAA employees serving on permanent excepted appointments. This policy does **not** apply to:

- placement of an employee serving on an intermittent, part-time, on-call, or seasonal basis in a non-pay and non-duty status in accordance with conditions established at time of appointment;
- a change in an employee's official work schedule from full-time to other- than-full-time, when applicable;

- a change in the number of hours worked in a part-time tour of duty; and
- a furlough of more than 30 continuous calendar days, or of more than 22 discontinuous workdays.

3. Definitions:

a. **Days** refer to calendar days unless specified otherwise.

b. **Excepted Employees:** In the context of "Emergency Shutdown or Lapse of Appropriations/Authorization Furlough" the term "excepted" refers to employees whose positions are funded/authorized through appropriations/authorization but are nonetheless excepted from a furlough because they perform work that, by law, may continue to be performed during a lapse in appropriations/authorization. Excepted employees include those who perform emergency work involving the safety of human life or the protection of property or those who perform other types of excepted work.

c. **Furlough** is a non-disciplinary action placing an employee in a temporary non-duty and non-pay status because of lack of work or funds or for other non-disciplinary reasons, such as an emergency or a lapse in appropriations or authorization. Employees will receive advance written notice only for "save money" furloughs, defined below.

(1) Save money (or non-emergency) furlough is a discretionary furlough that occurs when the FAA's Line of Business/Staff Office ("LOB/SO") has sufficient time to provide adequate notification of its furlough plan and the number of furlough days to be implemented. A furlough of less than 30 continuous calendar days or less than 22 discontinuous workdays is processed using the procedures outlined in FAA Personnel Management System (FAA PMS) Chapter III, Performance Management, Paragraph 3(b) and Paragraph 3(l).

(2) Furlough of more than 30 continuous calendar days or 22 discontinuous workdays is a discretionary furlough that occurs when the FAA's LOB/SO has sufficient time to provide adequate notification of its furlough plan and number of furlough days to be implemented. For a furlough of more than 30 days or more than 22 workdays, the FAA will implement its Reduction-in-Force policy as outlined in HRPM EMP-1.17, FAA Reduction-in-Force (RIF).

(3) Emergency (Shutdown) or Lapse of Appropriation (Authorization) Furlough: In the event that funds are not available due to a lapse in appropriations or authorization, a "shutdown" furlough may occur. A shutdown furlough is necessary when the FAA no longer has the necessary funds or authority to operate and must shut down those activities which are not excepted, pursuant to applicable laws and regulations.

In the context of shutdown furloughs, the term "excepted" is used to refer to employees whose positions are funded/authorized through appropriations/authorization but are nonetheless excepted from a furlough because they perform work that, by law, may continue to be performed during a lapse in appropriations/authorization.

Excepted employees include those who perform emergency work involving the safety of human life or the protection of property or those who perform other types of excepted work. Based on the nature of an emergency or lapse of appropriation/authorization furlough, no advance notice will be provided.

(4) Extended Emergency Due to Act of God or Unforeseeable Circumstances: In the event of an emergency due to severe or hazardous conditions, disruption of public services, or other emergency situation, it may be necessary to furlough non-emergency employees. Such an action places an employee in a non-duty, non-pay status for the duration of the furlough. Since a furlough based on "unforeseeable circumstances," such as sudden

breakdowns in equipment, acts of God, or sudden emergencies requiring the Agency to immediately curtail activities, no advance notice will be provided.

(5) Furlough Area: The furlough area is the entire FAA, individual lines of business/staff offices (LOBs/SOs), or a subcomponent within a LOB/SO, or any combination thereof, as described in the business case requesting furlough approval, see Paragraph 6b of this Chapter, and approved by the Administrator.

4. Roles and Responsibilities: Each responsible party will ensure the provisions of this policy and procedures are conducted in a fair and equitable manner without regard to race, color, religion, sex, age, national origin, marital status, political affiliation, genetic testing, physical handicap, personal favoritism or sexual orientation.

a. FAA Administrator:

- Provides written approval or disapproval of all requests for furlough.

b. Assistant Administrator for Human Resource Management:

- Has overall responsibility for FAA human resources policies related to furloughs;
- Reviews the LOB/SOs' written request for "save money" furlough approval (See Reference Material: Request for Coordination and Clearance of a Furlough);
- Forwards the LOB/SOs' business case request for furlough approval, with AHR's written recommendation, to the FAA Administrator for approval/disapproval of all "save money" furloughs;
- Executes the "save money" furlough upon FAA Administrator approval;
- Coordinates with and provides guidance to LOB/SO concerning decisions about furlough implementation;
- Provides advice and oversight for implementation of furlough policies and conducts a furlough in accordance with this Chapter;
- Ensures compliance with this Chapter and applicable laws and regulations, in coordination with the Office of the Chief Counsel (AGC);
- Provides guidance on collective bargaining agreement (CBA) requirements and prepares notification to unions;
- Develops Furlough Notices to the employees;
- Ensures that employees are counseled regarding benefits and other information related to a furlough; and
- Coordinates with the Assistant Administrator for Civil Rights to ensure MD-715 compliance.

c. Associate and Assistant Administrators, the Chief Counsel, and the Chief Operating Officer for the Air Traffic Organization: As part of its planning, the LOB/SOs must:

- Provide a sound business case requesting furlough approval addressing the factors listed in paragraph 6b using the format in Reference Material: Request for Coordination and Clearance of a Furlough.
- Coordinate with AHR-1 on planning and requesting approval for implementing a furlough in compliance with this policy and in accordance with all applicable laws, regulations and applicable collective bargaining provisions; and,
- Monitor the status of furloughs to ensure that time limitations are not exceeded.

5. Avoiding or Minimizing "Save Money" Furlough:

a. The LOBs/SOs must consider the following actions in order to avoid or mitigate the effects of a furlough:

- Requesting approval from the Office of Personnel Management to use the Voluntary Early Retirement Authority (VERA) which allows permanent employees to retire early;
- Authorizing the use of the Voluntary Separation Incentive Pay (VSIP) to eligible employees to voluntarily separate through retirement or resignation. (See HRPM PRE-3.5 Voluntary Separation Incentive Payment);
- Supporting/encouraging voluntary actions such as: voluntary changes from full-time to part-time schedules, voluntary resignations or retirements, acceptance of other Federal jobs, voluntary pay band/grade reductions (lower band/grade job; pay retention will not apply), voluntary placement in furlough status or additional days in furlough status;
- Ensuring that part-time (PT) employees work only the number of hours in their official work schedule and/or changing the PT employee's official work schedule to one with fewer hours;
- Offering employees within the affected organization the opportunity to volunteer for involuntary RIF separations (these volunteers receive separation benefits that are the same as those who are identified for involuntary separation through RIF);
- Implementing hiring and/or promotion freezes;
- Terminating temporary appointments;
- Terminating reemployed annuitants;
- Curtailing overtime, except in emergency cases; and
- Implementing furlough on authorized holidays.

b. Other Actions: Furlough of employees is based on the assumption that the employees in the organization are satisfactory employees who are fully qualified, able and performing the work of their assigned position. It is management's responsibility to promptly take appropriate actions to address employee conduct, unsatisfactory performance, or medical/physical qualifications as issues arise before furlough procedures are applied. A furlough is not an appropriate avenue for addressing performance and/or conduct issues. However, the fact that actions to address such issues (conduct, performance, etc.) may be in process at the time a furlough is being carried out will not prevent an employee from being furloughed if the ongoing performance or conduct process is not finalized prior to the planned furlough.

6. "Save Money" Furlough Approval Procedures

- a. The LOB/SOs must submit a written business case requesting furlough approval to AHR-1 in accordance with this policy.
- b. Requests must include the following information: (Reference Material: Request for Coordination and Clearance of a Furlough provides the sample format for the required information.)
 - Location, Organizational Unit, and Furlough Area (FAA, LOB/SO, or subcomponent of LOB/SO).
 - Proposed number of furlough days for each position.
 - Proposed effective date of the furlough and furlough time period.
 - Number of positions affected (to include the pay plan, series, and pay band/grade).
 - The activity(ies) taken to mitigate the furlough. Please refer to paragraph 5 for the listing of mitigating factors. (Provide explanation and documentation for personnel action(s) taken).
 - Reason for Furlough (Cite specific mission-related reason(s) supporting the request for implementing a furlough).
 - Furlough savings (salaries and other costs avoided by the proposed action).
 - Furlough costs (costs associated with mitigating the furlough such as severance pay, VSIP, unemployment compensation, relocation costs, etc.).
 - Collective bargaining agreement (CBA) requirements (include all applicable CBAs and requirements for each).
 - Possible long-term and short-term consequence(s)/impact on the LOB/SOs mission, if a furlough is not approved.

c. AHR-1 will:

- Review the LOB/SOs' written business case requesting furlough approval and forward the request, with AHR's written recommendation, to the Administrator.
- Upon approval of a furlough by the Administrator, AHR-1 will provide advice, guidance, and coordination to the LOB/SOs in implementing the furlough.

7. "Save Money" Furlough Coverage and Duration: A "save money" furlough is a discretionary non-emergency furlough in that the FAA/LOB/SO has sufficient time to provide adequate notification of its furlough plan and the number of furlough days to be implemented.

- a. The LOB/SO, in coordination with AHR-1, will determine when a furlough is necessary.
- b. All employees within the defined furlough area, as set out in the LOB/SO's business case, and approved by the Administrator will be furloughed.
- c. The LOB/SO and AHR must determine when/for how long the furlough will be in effect.

8. Employees Released for "Save Money" Furlough. All positions approved for a furlough will be notified. Employees in the same furlough area will be notified of their pending furlough and the dates they will be placed in furlough status at the same time.

- The LOB/SO and their servicing HRMO will identify all affected employees, prepare furlough proposal letters and decision letters, and administer the furlough action as efficiently as possible.

9. "Save Money" Furlough Procedural Rights:

Note: If the employee is covered by a CBA, the provisions of that agreement must be followed.

- At least 30 days advance written proposal notice;
 - a. **Notice delivery:** If the employee is not on duty or is otherwise unavailable, the notice is delivered both by first class mail and by a delivery method in which a signed receipt is requested (e.g., express mail delivery or certified mail with a return receipt requested). FAA will assume that the employee received a regular mailing 5 (five) days from the day on which the notice was sent, and may use that date as the official delivery date, or the date on which the employee signed for the express delivery or certified notice, whichever is earlier.
 - b. **Employee status during notice period:** The employee will remain in a duty status during the notice period. The employee may be detailed to another location or organization (See HRPM EMP-1.15 Temporary Internal Assignment).
- A reasonable time, but not less than fifteen (15) days, to answer orally and/or in writing or both and to furnish affidavits and other documentary evidence in support of the answer;
- A reasonable amount of official time to review the material relied on to support the proposed action; to prepare an answer; and to secure affidavits;
- Representation by an attorney or other representative;
- After receipt and consideration of employee's timely reply, a written decision and the specific reason(s) for the decision will be issued within ten (10) days;
- Appeal the agency's decision to the appropriate authority (employees will be provided information concerning appeals related to furloughs in an official letter documenting the furlough decision.)
- Bargaining unit employees may elect to grieve the action in accordance with the applicable CBA or elect to appeal the action in accordance with this provision, but not both.

10. Benefits: Furloughed employees may be eligible for unemployment compensation. Employees are solely responsible for contacting their state unemployment office for guidance. Any benefits received are the sole responsibility of the employee.

a. The Work Number: Refer to DOT Fact Sheet on The Work Number (Employment/Income Verification Service for DOT Employees) for additional information.

b. Furlough's Effects on Benefits and Waiting Periods. In most instances, non-pay time under short-term furlough will not have a negative impact on retirement or health and life insurance. Non-pay status (which includes furlough, leave without pay, absence without leave, and suspension) is credited as follows:

- Career Tenure – the first 30 calendar days of each non-pay period is creditable.
- Probationary Period – all workdays in a non-pay status is creditable.
- Qualifications – there is no requirement to extend qualifying periods by the amount of non-pay time.
- Time-in-grade – non-pay status is creditable.
- Retirement – up to 6 months service in a non-pay status per calendar year is creditable.
- Health Benefits – enrollment continues for up to 365 days in a non-pay status.
- Life Insurance – coverage continues for up to 12 consecutive months in a non-pay status.
- Within Grade Increases – 2 workweeks non-pay status in a waiting period is creditable for advancement to steps 2, 3, and 4 of the General Schedule; 4 workweeks for advancement to steps 5, 6, and 7; and 6 workweeks for advancement to steps 8, 9, and 10.
- Leave Accruals – a full-time employee does not earn annual or sick leave during a pay period when he or she reaches 80 hours of non-pay time.

11. Documenting a Furlough: An SF-50, "Notification of Personnel Action", must be prepared for each individual subject to furlough. An SF-50 is required for the placement in furlough status and the return to duty.

Related Information

Policies

- EMP-1.9 Selection Priority
- EMP-1.12 Employment of Veterans and Service Members
- EMP-1.22 Career Transition Program
- PRE-3.5 Voluntary Separation Incentive Payment
- Order 1350.15C Records Organization, Transfer and Destruction

Reference Materials

- Downsizing and Staffing Adjustment Options
- Process and Considerations Tool - Reorganization, Realignment, and Consolidation
- Request for Coordination and Clearance of a Furlough
- Save Money Furlough - Questions and Answers
- DOT Fact Sheet on The Work Number (Employment/Income Verification Service for DOT Employees)

Website

- The Work Number (Employment/Income Verification Service for DOT Employees)

History Revision Log

Date	Revision
October 16, 1998	Established HRPMP EMP-1.17 Downsizing and Staffing Adjustments which refers to FAA Order 3350.2C Staffing Adjustments and Reduction In Force for non-bargaining unit employees and positions. The Order covered downsizing, making staffing adjustments, and guidance for planning and conducting a reduction-in-force.
October 17, 1994	Established FAA Order 3350.2C Staffing Adjustments and Reduction In Force which canceled FAA Order 3350.2B Staffing Adjustments and Reduction In Force.
April 2, 1981	Established FAA Order 3350.2B Staffing Adjustments and Reduction In Force.

**MEMORANDUM OF UNDERSTANDING BETWEEN THE
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION AND
THE FEDERAL AVIATION ADMINISTRATION**

This agreement is made by and between the National Air Traffic Controllers Association ("NATCA" or "Union") and the Federal Aviation Administration ("FAA" or "Agency"), collectively known as the "the Parties." This agreement applies to all NATCA bargaining units and bargaining unit employees for the implementation of HRPMP EMP 1.27 dated March 26, 2012. The Parties hereby agree to the following terms:

- Section 1.** The Agency shall provide the Union with notice of its intent to engage in a discretionary ("save money" or "non-emergency") furlough of employees who are represented by the Union, at least forty-eight (48) hours prior to the Agency's distribution of furlough notices to employees. The notice will contain at a minimum, the proposed number of employees that will be furloughed and the proposed amount of days and/or hours associated with each furlough. Following the notice, the Agency and the Union will immediately begin negotiations at the National level for procedures the Agency will follow in the implementation of the furlough.
- Section 2.** In case of a furlough involving an emergency shutdown or for extended emergency due to an Act of God or unforeseeable circumstances, the Agency will provide notice and opportunity to bargain in accordance with the Parties' collective bargaining agreement.
- Section 3.** In scheduling a discretionary ("save money" or "non-emergency") furlough for employees the furlough requirement may be expressed in terms of days or hours. An employee's current work schedule, including AWS, determines the number of hours in their workday. For purposes of equity, employees will not be furloughed more than eight (8) hours in a workday.
- Section 4.** A furlough period is defined as beginning upon the Agency's implementation of a furlough and ending upon the Agency's cessation of the furlough.
- Section 5.** The Agency shall provide the Union with a full and complete list of all employees deemed "excepted" and "non-excepted" within every bargaining unit represented by NATCA for every FAA facility no later than the notice to the employees of an emergency (shutdown) furlough.
- Section 6.** The Parties agree to develop a joint Q&A to be attached and read in conjunction with this Agreement.

- Section 7.** Whenever a furlough occurs that will result in the employee being placed in a nonpay status, an SF-8 will be provided not later than when the nonpay status begins. In addition a link will be provided to a fact sheet containing information on applying for unemployment benefits.
- Section 8.** For furloughs of more than 30 continuous calendar days or more than 22 work days the RIF procedures contained in the applicable collective bargaining agreement(s) shall apply.
- Section 9.** The Agency should make efforts toward assuring that employees are provided up-to-date and accurate information as warranted. This may be done through union-management communication, employee briefings, periodic bulletins, newsletters or other means available to the Agency.
- Section 10.** For furloughs other than a lapse in Congressional appropriations, the provisions contained in the Disciplinary/Adverse Action article in the appropriate collective bargaining agreement shall apply.
- Section 11.** When implementing a discretionary ("save money" or "non-emergency") furlough of 30 days or less, each Line of Business/Staff Office shall engage in pre-decisional involvement with the Union at the corresponding level, in considering the following actions in order to avoid or mitigate the effects of a furlough:
- a) Request approval from the Office of Personnel Management to use the Voluntary Early Retirement Authority (VERA) which allows permanent employees to retire early;
 - b) Authorize the use of the Voluntary Separation Incentive Pay (VSIP) to eligible employees to voluntarily separate through retirement or resignation;
 - c) Support/encourage voluntary action such as voluntary changes from full-time to part-time schedules, voluntary resignations or retirements, acceptance of other Federal jobs, voluntary placement in furlough status or additional days in furlough status;
 - d) Ensure that part-time employees work only the number of hours in their official work schedule and/or changing the PT employee's official work schedule to one with fewer hours;
 - e) Offer employees with the affected organization the opportunity to volunteer for involuntary RIF separations;
 - f) Implement hiring and/or promotion freezes;

- g) Terminate temporary appointments;
- h) Terminate reemployed annuitants;
- i) Curtail overtime, except in emergency cases; and
- j) Implement furlough on authorized holidays.

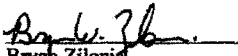
- Section 12.** For a part-time employee, the furlough requirements shall be prorated by computing the furlough days as furlough hours in the same proportion to those hours scheduled for full-time employees working 80 hours biweekly, based on work schedules.
- Section 13.** If an employee is scheduled to be on LWOP during his or her furlough period, the employee may designate any hours and/or days of LWOP as furlough time off in order to meet the furlough requirements.
- Section 14.** When an employee's pay is insufficient to permit all deductions to be made, the Agency shall follow the order of precedence for applying deductions in compliance with CHCOC PPM-2008-01.
- Section 15.** An employee is entitled to pay for a holiday so long as he or she is in a pay status on either the workday preceding a holiday or the workday following a holiday. This applies to the in lieu of holiday as well.
- Section 16.** If an employee is unable to use their "use or lose" annual leave due to staffing and workload needs during the furlough period, and if she/he is unable to schedule this leave prior to the end of the leave year, such annual leave shall be restored.
- Section 17.** Employees cannot be required to perform work while in a furlough status.
- Section 18.** Absences due to a furlough shall be taken into consideration when assessing performance.
- Section 19.** Employees may utilize Employee Assistance Program (EAP) while in a furlough status to obtain credit/financial counseling services.
- Section 20.** To the extent authorized by law, Agency subsidized programs, including but not limited to childcare, transit and parking subsidies, shall not be negatively affected by a furlough.
- Section 21.** The Agency will make available through the employee website, a letter which may be presented to their creditors detailing the length of the furlough and the impact on the employee's salary.

Section 22. Any employee on temporary assignment away from the facility/office shall be reimbursed for expenses authorized by the FAATP during the furlough period.

Signed on the 13th day of February 2013.

For NATCA:


Phil Barbarello

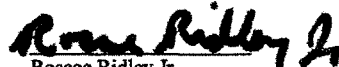

Bryan Zilonis

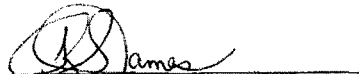

Anna Jancowicz

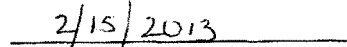

Dean Iacopelli

For FAA:


Michael Doss


Roscoe Ridley Jr.


Agency Head Review


Date 2/15/2013

Furlough (Discretionary and Shutdown)- Questions and Answers

Use in conjunction with: [EMP-1.27 Furlough](#), appropriate Collective Bargaining Agreements and the NATCA/FAA Memorandum of Understanding regarding furloughs dated February 13, 2013.

Chapter 1 – Applicable to all furloughs

Section A: General

1. Q. What is a discretionary (“save money”, “administrative” or “non-emergency”) furlough?

A. A discretionary (“save money” or “non-emergency”) furlough is the placing of an employee in a temporary non-duty, non-pay status because of lack of work or funds, or for other non-disciplinary reasons. It is a planned event designed to absorb reductions necessitated by downsizing, reduced funding, lack of work, or any other event that requires the agency to save money. This kind of furlough is “non-emergency” in that the agency has sufficient time to reduce spending and therefore give adequate notification of its specific furlough plan and how many furlough days or hours will be required for each impacted employee. For most employees, there are two basic categories of furloughs, each involving different procedures. A furlough of 30 calendar days or less constitutes an adverse action and is subject to the procedures as described in the applicable collective bargaining agreement. A furlough of more than 30 calendar days constitutes a reduction in force (RIF) procedures and is subject to the procedures as described in the applicable collective bargaining agreement.

2. Q. What is a shutdown (“emergency”) furlough?

A. A “shutdown” furlough is the placing of an employee in a temporary non-duty, non-pay status in the event that funds are not available through an appropriations law or continuing resolution. A shutdown furlough is necessary when an agency no longer has the necessary funds to operate and must shut down those activities that are not excepted pursuant to the [Antideficiency Act](#). A shutdown furlough might also occur due to an “act of God” or other unforeseeable circumstances.

3. Q. Are there requirements for notification to employees during a furlough?

A. Notification to employees differ between discretionary and shutdown furloughs. Requirements are detailed in the respective sections below.

4. Q. May an employee volunteer to do his or her job on a non-pay basis during a furlough period?

A. No.

5. Q. What appeal rights apply for employees for a furlough of 30 calendar days or less?

A. The employee may appeal the decision to furlough under the provisions of Article 9 of the appropriate collective bargaining agreement, to the Merit Systems Protection Board, or through the applicable Equal Employment Opportunity procedures. The appeal rights will be outlined in the written notice provided to employees.

6. Q. May employees take other jobs during the furlough period?

A. Even while on furlough, an individual is an employee of the Federal Government. In accordance with 5 CFR 2635.101(b)(10), (14); 2635.801(c) and [FAA Order 3750.7](#), outside employment in general is permitted so long as it neither conflicts with official Government duties and responsibilities nor appears to

do so. Employees are permitted to engage in outside aviation employment so long as the outside employer does not conduct activities for which the employee's facility or office has official responsibility.

Should an employee submit a written request for prior approval, it will be acted upon as soon as possible, generally within thirty (30) days of receipt. When the employee accepts outside employment without prior approval due to the Agency's failure to respond within thirty (30) days to his/her written request for a determination of propriety, the Agency will take this into consideration should disciplinary action later be contemplated.

If prior approval is given and it is later determined that such employment is inconsistent with the provisions of Section 1, the following shall apply upon written notification to the employee:

- a. If the outside employment is specifically prohibited by law, the employee shall cease the employment immediately.
- b. In all other cases the employee shall cease the employment within fourteen (14) days.

7. Q. Are individuals working under an Interchange Assignment Agreement (IAA) subject to a furlough?

A. The specific authority for furloughing persons who are working under interchange assignment agreements, either inside the Federal government or with other organizations, will depend upon the nature of individual agreements, the status of the appointments, and/or the funding arrangements for the assignments. As a general rule, the following principles are applicable in determining whether to furlough personnel on interchange assignments:

- Personnel from non-Federal organizations on appointments to the FAA are subject to furlough in the same manner as other employees.
- Personnel on detail to the FAA from non-Federal organizations may continue working, provided that the non-Federal organizations pay the total costs of the detail.
- Personnel on detail to the FAA from non-Federal organizations which share part of the costs of detail may continue to work if the Federal portion of the cost was obligated from prior appropriations at the time of the IPA mobility agreements. In the event that a furlough takes place in the second year of the agreement at which time no funds are appropriated, the assignment should be terminated.
- Personnel on detail to the FAA from non-Federal organizations which do not pay or share the costs of the detail are subject to furlough in the same manner as other employees.

8. Q. What happens to employees' benefits (e.g., retirement, health benefits, life insurance, leave) if they receive temporary appointments in another agency while furloughed?

A. The leave should be transferred as if the employees had been transferred (See B-167975, 49 COMP. GEN. 383, September 1, 1970). Retirement, health benefits, life insurance, and leave should be handled as if the employees had been transferred.

Section B: Pay and Deductions from Pay

1. Q. If a furlough begins, will employees receive a paycheck for the last pay period worked prior to the furlough?

A. Yes.

2. Q. If an employee's pay is insufficient to permit all deductions to be made, what is the order of precedence that deductions will be made from any salary check that the person may receive?

A. In general terms, the following deductions are taken from the employee's pay in this order: 1) Retirement; 2) Social Security tax; 3) Medicare tax; 4) Federal Income tax; 5) basic health insurance premiums (e.g. FEHB); 6) basic life insurance premiums (e.g. FEGLI); 7) State tax; 8) Local tax; 9) collection of debts owed to the federal government; 10) court-ordered collections; 11) optional benefits (e.g. FEDVIP, FLTCIP, FSA, TSP); 12) other voluntary deductions (e.g. savings bonds, union dues); 13) IRS paper levies.

Section C: Service Credit for Various Purposes:

1. Q. Is furlough considered a break in service?

A. No, the employee is in non-pay, non-duty status for those days/hours. However, extended furlough may affect the calculation of creditable service for certain purposes.

2. Q. To what extent will the furlough (non-pay, non-duty status) affect my annual and sick leave accruals?

A. When a full-time employee accumulates 80 hours in a non-pay status (which includes furlough, leave without pay, absence without leave, and suspension), the amount of annual and sick leave that may be accrued in that pay period is reduced by the amount of leave the employee would normally earn during the pay period. When a part-time employee is in a non-pay status, he or she will accrue less annual leave and sick leave, since part-time employees earn leave on a pro-rata basis--i.e., based on hours in a pay status. For purposes of computing accrual rates for annual leave, creditable service for time in a non-pay status is limited to an aggregate of 6 months in a calendar year (5 U.S.C. 8332(f)).

3. Q. To what extent does a furlough affect other civil service benefits and programs?

A. Non-pay status is credited as follows for:

- **Permanent (career) tenure** - the first 30 calendar days of each non-pay period is creditable service.
- **Probationary period** – an employee's probationary period is not changed due to placement in a non-pay status.
- **Qualification requirements** - If an employee's developmental training is interrupted for thirty (30) days or more, the employee shall be granted sufficient training time to attain the level of proficiency he/she had at the time of the interruption, prior to the resumption of the remaining allotted training hours.
- **Time-in-grade requirements** – non-pay status is creditable service (applicable for employees in the FG Pay Plan).
- **Retirement purposes** - an aggregate non-pay status of 6 months in any calendar year is creditable service. Coverage continues at no cost to the employees while in a non-pay status. When employees are in a non-pay status for only a portion of a pay period, their contributions are adjusted in proportion to their basic pay (5 U.S.C. 8332 and 8411). The exception would be an employee who had substantial time in a non-pay status earlier in the year if the furlough causes him or her to have more than six months time in a non-pay status during the calendar year.
- **Health benefits** - enrollment continues for no more than 365 days in a non-pay status. The non-pay status may be continuous or broken by periods of less than four consecutive months in a pay status (5 USC Chapter 89). The agency contribution continues while employees are in a non-pay status. The agency is also responsible for advancing the employee's share as well. The employee can choose between paying the agency directly on a current basis or having the premiums accumulate and to be withheld from his or her pay upon returning to duty.

- **Life insurance** - coverage continues for 12 consecutive months in a non-pay status without cost to the employees or to the agency (5 U.S.C. Chapter 87). The non-pay status may be continuous or it may be broken by a return to duty for periods of less than four consecutive months. If an employee is in active duty military status while in non-pay status, FEGLI coverage continues at no cost to the employee until time in non-pay status totals 12 months. The employee may elect to continue FEGLI coverage for an additional 12 months by paying both the employee and agency premiums (Basic coverage) and by paying the entire cost (Optional coverage). Per Section 1102 of Public Law 110-181, such an election must be made before the end of the first 12 months in non-pay status.
- **Within-grade/range increases (FG Pay Plan Only)** - an aggregate of 2 workweeks (or 80 hours for a full-time employee) non-pay status in a waiting period is creditable service for advancement to steps 2, 3, and 4; four workweeks (160 hours) for advancement to steps 5, 6, and 7; and six workweeks (240 hours) for advancement to steps 8, 9, and 10. For prevailing rate employees (FW Pay Plan), an aggregate of one workweek non-pay status (40 hours) is creditable service for advancement to step 2, three weeks (120 hours) for advancement to step 3, and four weeks (160 hours) for advancement to steps 4 and 5.
- **Severance pay** – non-pay status time is fully creditable for the 12-month continuous employment period required by the appropriate collective bargaining agreement.
- **Thrift Savings Plan (TSP)** - Employees should refer to the TSP Fact Sheet - Effect of Non-pay Status on Your TSP Account, available from the TSP web site at www.tsp.gov.
- **Military duty or workers' compensation** – non-pay status for employees who are performing military duty or being paid workers' compensation counts as a continuation of Federal employment for all purposes upon the employee's return to duty.

Section D: Retirement and Insurance

1. Q. When a furlough occurs during the three years of service prior to retirement, what effect will time in a furlough status have on an employee's high-3 average?

A. Generally there will be no effect on the high-3 average unless the furlough causes the employee to be in a non-pay status for more than 6 months during the calendar year.

2. Q. Are the retirement rules concerning the effect of a furlough the same for employees under the Civil Service Retirement System and the Federal Employees Retirement System?

A. Yes.

3. Q. What happens if an employee terminates his or her Federal Employee Health Benefits (FEHB) coverage while in a non-pay status in order to avoid the expense?

A. Employees who terminate FEHB coverage to avoid payment of premiums while in a non-pay or reduced-pay status do not have to wait for an FEHB open season to re-enroll. Termination of FEHB coverage will not affect an employee's right to carry such coverage into retirement or while in receipt of workers' compensation.

4. Q. Will an employee continue to be covered under the Federal Employee Health Benefits (FEHB) program if the agency is unable to make its premium payments on time?

A. Yes, the employee's FEHB coverage will continue even if an agency does not make the premium payments on time. Since the employee will be in a non-pay status, the enrollee share of the FEHB premium will accumulate and be withheld from pay upon return to pay status.

Section E: Impact on other Benefits Programs

1. Q. To what extent does non-pay status affect Flexible Spending Account (FSA) coverage?

A. Deductions will cease for periods of non-pay status where there are insufficient funds to cover the Flexible Spending Account (FSA) premium(s). If the employee is in a non-pay status and has not pre-paid the FSA allotment, their FSA account will be frozen and the employee will not be eligible for reimbursement of any health care expenses incurred during that period until he/she returns to a pay status and allotments are successfully restarted. However, if the employee has a Dependent Care Flexible Spending Account (DCFSA), dependent care expenses incurred during the period in a non-pay status which meet IRS guidelines for eligible expenses (i.e., the employee must incur the expenses in order to allow the employee and his/her spouse to work or attend school) may be reimbursed up to the FSA account balance. When the employee returns to a pay status, allotments will be recalculated based on the number of pay dates remaining in the Benefit Period.

If the employee prepays his/her premiums by accelerating allotments prior to being placed in a non-pay status, allowable health care expenses incurred during the period in a non-pay status will be eligible for reimbursement. Visit the FSAFEDS website, www.fsafeds.com, for more information.

2. Q. To what extent does non-pay status affect Long Term Care (LTC) coverage?

A. Deductions cease when the employee is placed in a non-pay status and there are insufficient funds to cover the premium(s). In order for employees to continue Long Term Care (LTC) coverage, employees must make payments while in a non-pay status. Visit the LTC website, <https://www.ltcfeds.com/documents>, for more information.

3. Q. To what extent does non-pay status affect Federal Employees Dental and Vision Insurance Plan (FEDVIP) coverage?

A. Deductions cease when the employee is placed in a non-pay status and there are insufficient funds to cover the premium(s). In order for employees to continue FEDVIP coverage, employees must make payments while in a non-pay status. For more information visit www.benefeds.com.

Section F: FMLA Leave during a furlough

1. Q. If an employee is furloughed during absences covered by the Family and Medical Leave Act of 1993 (FMLA), does the furlough count toward the 12-week entitlement to FMLA leave?

A. No. Consistent with applicable laws and Agency policy, furlough during absences covered by the FMLA is not counted against the 12-week FMLA entitlement.

Section G: Injury While on Furlough

1. Q. Are employees who are injured while on furlough eligible to receive workers compensation?

A. No. Workers compensation is paid to employees only if they are injured while performing their duties. Employees on furlough are not in a duty status. An employee who is receiving workers' compensation payments will continue to receive workers compensation payments during a furlough period and will continue to be charged LWOP.

2. Q. How is Continuation of Pay (COP) under the Federal Employees' Compensation Act affected by a furlough?

A. The Department of Labor's Office of Workers' Compensation Programs, which administers the Federal

Employees' Compensation Act (FECA), advises that, in the event of a furlough, an employee who is disabled due to his or her injury is to be maintained in COP status during the furlough period unless the agency does not have monies available to pay the salary of that employee. If the agency does not have monies to pay salary during the furlough period but the agency's budget is subsequently restored in such a way as to allow for retroactive payment of salary during the furlough period, the employee should receive COP for any period of disability that occurs within the furlough. In the event an agency is legally unable to pay COP to an employee because of a furlough, the employee may file a claim for regular FECA wage loss compensation for that period.

Section H: Unemployment Compensation for Federal Employees (UCFE)

1. Q. Are employees entitled to UCFE benefits while on furlough?

A. It is possible that employees may be eligible for UCFE benefits, especially if they are on consecutive furlough days. State unemployment compensation requirements differ. Once employees are in a non-pay status they should contact their State unemployment office for more information regarding filing for unemployment benefits. The list below gives Web sites or instructions for each state when filing an initial claim for unemployment.

Alabama – <http://dir.alabama.gov/uc/>

Alaska –

http://www.labor.state.ak.us/esd_unemployment_insurance/call-centers.htm

Arizona –

<https://www.azdes.gov/landing.aspx?id=4211>

Arkansas –

<http://dws.arkansas.gov/UI/index.htm>

California – <https://eapply4ui.edd.ca.gov/>

Colorado –

<http://www.colorado.gov/cs/Satellite/CDLE-UnempBenefits/CDLE/1248095315427>

Connecticut –

<http://www.ctdol.state.ct.us/progsupt/unemployment/FileClaim.htm>

Delaware – <http://ui.delawareworks.com>

District of Columbia –

<http://does.dc.gov/service/unemployment-compensation-process>

Florida – <http://www.floridajobs.org/job-seekers-community-services/reemployment-assistance-center/file-a-claim>

Georgia –

http://www.dol.state.ga.us/is/file_unemployment_insurance_claim.htm

Hawaii – <http://labor.hawaii.gov>

Idaho –

<http://labor.idaho.gov/dnn/Default.aspx?TabID=681&AspxAutoDetectCookieSupport=1>

Illinois –

<http://www.ides.state.il.us/individual/certify/default.asp>

Indiana – <http://www.in.gov/dwd/2508.htm>

Iowa –

<http://www.iowaworkforce.org/ui/file1.htm#1>

Kansas –

<https://www.getkansasbenefits.com>

Kentucky – <http://www.kewes.ky.gov/>

Louisiana –

http://www.laworks.net/UnemploymentInsurance/UI_Claimants.asp

Maine –

<http://www.maine.gov/labor/unemployment/claims.html>

Maryland –

<http://www.dlr.state.md.us/employment/unemployment.shtm>

Massachusetts –

<http://www.mass.gov/lwd/unemployment-insur/>

Michigan –

<http://www.michigan.gov/uia/0,1607,7-118--77962--00.html>

Minnesota –

<http://www.uimn.org/uimn/applicants/>

Mississippi –

<http://mdes.ms.gov/unemployment-claims/>

Missouri –

<http://www.labor.mo.gov/des/claims/>

Montana – <https://app.mt.gov/ui4u/index>

Nebraska –

<https://uibenefits.nwd.ne.gov/BPSWeb/jsp/BPSClaimantWelcome.jsp>

Nevada –

http://www.ui.nvdetr.org/UI_Agreement.html

New Hampshire –

<https://nhuis.nh.gov/claimant/>

New Jersey –

http://lwd.dol.state.nj.us/labor/ui/fileui/file_in dex.html

New Mexico –

<http://www.dws.state.nm.us/UnemploymentInsurance/UIClaimsandBenefitsSystem/NMWorforceConnectionUISystem>

New York –

<http://www.labor.ny.gov/unemploymentassistance.shtm>

North Carolina –

<https://www.ncesc.com/individual/webInitialClaims/applyBegin.asp>

North Dakota –

<http://www.jobsnd.com/unemployment-for-individuals>

Ohio – <http://unemployment.ohio.gov/>

Oklahoma –

<https://unemployment.state.ok.us>

Oregon –

<http://www.oregon.gov/employ/ui/pages/index.aspx>

Pennsylvania –

<http://www.uc.pa.gov/portal/server.pt/community/eligibility/20593>

Puerto Rico – file via phone by calling 787-754-5353

Rhode Island – <http://www.dlt.ri.gov/ui/>

South Carolina – <http://dew.sc.gov/claim-land.asp>

South Dakota –

<http://dlr.sd.gov/ui/uibenefits.aspx>

Tennessee – <http://www.tn.gov/labor-wfd/Claimants/appintro.html>

Texas –

<http://www.twc.state.tx.us/ui/uicclaim.html>

Utah –

<http://jobs.utah.gov/ui/Jobseeker/FileNew.asp>

Vermont –

<http://www.labor.vermont.gov/Unemployed/tabid/109/Default.aspx>

Virginia –

<http://www.vec.virginia.gov/unemployed>

Virgin Islands – file in person only. Contact

information is listed at

<http://www.vidol.gov/OP/Contact.htm>

Washington –

<http://www.esd.wa.gov/uibenefits/apply/eligibility/am-i-eligible.php>

West Virginia –

http://www.wvcommerce.org/business/workforcewv/unemployment_compensation/claims/default.aspx

Wisconsin – <http://dwd.wisconsin.gov/uiben/>

Wyoming –

<https://doe.state.wy.us/InetClaims/>

Section I: Labor Management Relations Implications**1. Q. Does a furlough cancel or supersede any provision contained within the collective bargaining agreement or other Memorandum of Understanding (MOU)?**

A. No. All provisions and Agency obligations contained within the collective bargaining agreements and national, regional or local MOU's remain in full force and effect.

2. Q. Are Union representatives entitled to official time during the furlough period?

A. Yes. All provisions and Agency obligations contained within the collective bargaining agreements and national, regional or local MOU's remain in full force and effect.

3. Q. Will procedures to effect the furlough be developed?

A. Yes. The Parties at the National level will negotiate implementation procedures, although the timing of these negotiations may be different for a discretionary and a shutdown furlough.

Chapter 2 – Discretionary Furloughs**Section A: General****1. Q. For discretionary furloughs necessitated by Agency or LOB funding shortfalls, is the Agency required to provide employees 30 calendar days advance written notice and an opportunity to respond prior to issuing a decision to furlough?**

A. Yes. The advance written notice and opportunity to respond are required for a planned furlough of less than 30 calendar days. The employee has the opportunity to reply to the notice orally and in writing within fifteen (15) days from the date the employee receives notice proposing the action. The employee's response must be considered by the Agency prior to the final decision to furlough the employee.

2. Q. Are employees entitled to duty time and representation to prepare their responses?

A. Yes. The employee and the Union representative shall be granted a reasonable amount of excused absence and official time of up to sixteen (16) hours, if otherwise in a duty status. The timing of the grant of excused absence shall, to the maximum extent possible, be scheduled at the employee's convenience.

3. Q. Will the number of discretionary furlough days be continuous or discontinuous?

A. The Agency and the Union at the National level will negotiate the procedures the Agency will follow in the implementation of the furlough. However, a discretionary furlough may not exceed 30 continuous calendar days or 22 discontinuous work days.

4. Q. Will employees be allowed to select when they will take furlough days?

A. The Agency and the Union at the National level will negotiate the procedures the Agency will follow in the implementation of the furlough.

5. Q. Will all employees be on a discretionary furlough at the same time?

A. No.

6. Q. Are there employees that are "excepted" from the discretionary furlough?

A. No. The strict requirements of determining which employees are excepted or non-excepted is based on legally established criteria which does not apply to a discretionary furlough, as it does to a lapse of appropriation furloughs. When the Agency or LOB makes a decision to implement a discretionary furlough for 30 days or less there are no "excepted" employees.

7. Q. Would employees who are detailed or assigned outside the Agency during part, or the entire period, of a discretionary furlough be subject to furlough? What happens to staff being funded under reimbursable agreements (e.g., AIR personnel in the Military Certification Office – reimbursed by DoD)?

A. Employees on a reimbursable detail from the Agency would not be subject to furlough if full reimbursement continued. If reimbursement were reduced or eliminated, the employee would be subject to furlough. FAA employees assigned to non-Federal organizations who are on leave-without-pay from their Federal positions may continue working.

8. Q. How will the length of furlough day hours be calculated? Is this based on employees' work schedules, e.g. 8, 9, or 10 hours?

A. An employee's current work schedule, including AWS, determines the number of hours in their workday. For purposes of equity, employees will not be furloughed more than eight (8) hours in a workday.

9. Q. How would the Agency schedule a discretionary furlough for part-time employees?

A. For a part-time employee, the furlough requirements shall be prorated by computing the furlough days as furlough hours in the same proportion to those hours scheduled for full-time employees working 80 hours biweekly, based on work schedules.

10. Q. May an employee work on a discretionary furlough day in exchange for taking a day off at another time for religious observances?

A. No.

Section F: Requests for Leave during a Furlough period

1. Q. Can an employee request to be furloughed in lieu of paid leave—i.e., annual, sick, court, military leave, or leave for bone marrow or organ donation—after receiving a furlough notice, in order to meet the furlough requirements.

A. The Agency and the Union at the National level will negotiate the procedures the Agency will follow in the implementation of the furlough.

2. Q. Can an employee substitute furlough days for absences taken pursuant to the FMLA?

A. Yes, an employee may choose to substitute furlough days for periods of absence taken under the FMLA. These periods would offset the employees furlough requirement.

3. Q. What happens to 'use of lose' annual leave that cannot be taken as a result of a furlough?

A. If an employee is unable to use their "use or lose" annual leave due to staffing and workload needs during the furlough period, and if she/he is unable to schedule this leave prior to the end of the leave year, such annual leave shall be restored.

Section I: Payments upon Separation from Federal Service

1. Q. If there is a discretionary furlough, may employees who are separating receive a lump-sum payment for their unused annual leave?

A. The obligation of funds for a lump-sum annual leave payment is triggered by an employee's separation from Federal service. If an employee separates during a furlough period, the lump-sum annual leave payment will be paid.

Section J: Documentation of a Discretionary Furlough

1. Q. How is time on discretionary furlough documented?

A. An SF-50, "Notification of Personnel Action," must be prepared for each individual subject to furlough (or a list form of notification for a group of employees who are to be furloughed on the same day or days each pay period). A return-to-duty SF-50 is necessary only for return from a consecutive furlough, not for a return from a discontinuous furlough (nonconsecutive days).

Section K: Travel and Training

1. Q. What happens to employees who are away from their duty station on work assignment when the furlough period begins?

A. Any employee on temporary assignment away from the facility/office shall be reimbursed for expenses authorized by the FAATP during the furlough period. Travel vouchers submitted and approved in GovTrip

prior to the furlough will be processed. The traveler is responsible for payment of his/her Travel Charge Card bill.

2. Q. Will employees on TDY continue to receive coverage under insurance and other provisions that typically cover employees on travel?

A. Yes. As long as the employee is on valid TDY (e.g., employees traveling home within 24 hours of furlough, long term TDY or international assignments that have not been cancelled) the employee will be covered by the same provisions and insurance as he/she would if there had been no furlough.

3. Q. When a discretionary furlough occurs, do training courses in progress continue? Is there a distinction between technical (safety critical) and non-technical training? How much time do they have to return? Do they need to return home prior to the anticipated beginning of a shutdown?

A. If a furlough occurs, the LOB should be capable of planning the employees' furlough days around training requirements. The nature of a planned discretionary furlough allows managers flexibility to work around training requirements. As a general rule, training should only continue to the extent that it contributes to the safety of human life or preservation of property.

4. Q. Should employees on long term TDY or on international long term assignment return to their home facilities in the event of a discretionary shutdown?

A. Employees on long term TDY or international long term assignment should not break lease agreements and return home to their permanent duty station.

Chapter 3 – Shutdown Furlough (emergency shutdown or for extended emergency due to an Act of God or unforeseeable circumstances)

Section A: General

1. Q. In the event of a shutdown furlough, can an employee be furloughed without first receiving a written notice of decision to furlough?

A. Yes. While an employee must ultimately receive a written notice of decision to furlough, it is not required that such written notice be given prior to effecting the emergency furlough or in person. Advance written notice is preferable, but when prior written notice is not feasible, then any reasonable notice (e.g., telephonic, oral, personal email, or by mail promptly after the furlough) is permissible.

2. Q. Are there employees that are "excepted" from a shutdown furlough?

A. The strict requirements for determining which employees are excepted or non-excepted is based on legally established criteria which do not apply to a discretionary furlough, as they do to a lapse of appropriation furlough. When the furlough is a result of the lapse of an appropriation, the term "excepted employees" refers to employees who are excepted from a furlough **by law** because they: (1) perform emergency work involving the safety of human life or the protection of property, (2) are involved in the orderly suspension of agency operations, or (3) perform other functions exempted from the furlough. Note: "excepted employees" is not to be confused with "employees in the excepted federal service."

3. Q. How will the length of furlough day hours be calculated? Is this based on employees' work schedules, e.g. 8, 9, or 10 hours?

A. In a shutdown furlough, non-exempted or non-excepted employees will be furloughed for the entirety of their workday.

Studies on Gender Wage Gap

- Blau and Kahn (1997) find that after several controls the wage ratio was 88.2 percent in 1988.
- Waldfogel (1998) finds that the single-woman, single-man pay ratio is 88 percent.
- O'Neil (2003) finds that the pay ratio in 2000 for people ages 35-43 was 97.5 percent after adjusting for schooling, ability, experience, and occupational characteristics (<http://www.tmbc.com/newsletters/tweets/wagesGap.pdf>, p. 313).
- Blau and Kahn (2006) found that when controlling for human capital variables, industry, occupation, and collective bargaining coverage, the gender wage ratio increased from 81.6 percent in 1979 to 91.0 percent in 1989 and remained at 91.0 percent in 1998 (http://www.nber.org/papers/w10853.pdf?new_window=1, p. 14).

THURSDAY, APRIL 25, 2013.

FEDERAL RAILROAD ADMINISTRATION

WITNESS

HON. JOSEPH C. SZABO, ADMINISTRATOR, FEDERAL RAILROAD ADMINISTRATION

Mr. LATHAM. The subcommittee will come to order.

This morning, we welcome FRA Administrator Joseph Szabo to testify on the FRA's budget request for fiscal year 2014.

We welcome you back, Mr. Szabo.

This year, the FRA is requesting authority to spend \$6.6 billion in fiscal year 2014. This represents a \$5 billion increase over fiscal year 2013 funding, or a 330 percent increase, one of the largest increases in the budget.

This includes \$2.7 billion for Amtrak, which is doubled from the fiscal year 2013 level. It also includes \$3.7 billion for a new rail service improvement program, which could be used to fund high-speed rail investments, which are eligible under this new account.

The budget assumes that \$214 billion in savings from the overseas contingency operations will be used to shore up the Highway Trust Fund. It proposes to use \$40 billion from this bolstered trust fund to finance a 5-year rail reauthorization proposal.

It is widely known that CBO expects the trust fund to go broke in 2014, and the withdrawal of forces from Iraq and Afghanistan does not create a real offset. The administration seems hopelessly confused about the fact that budgets do not assume that wars go on forever. I cannot make it any plainer for you than to say Congress has not and would not have appropriated funds for operations overseas in years that follow the departure of our forces. That is absurd. This ridiculous proposal is yet another accounting gimmick that this budget puts forward to justify even more unsustainable spending.

This proposal is particularly frustrating in a year when the American people are expecting leadership from all of us on fiscal responsibility. This is an expensive proposal to put forth in this environment without any real way to pay for it. As you know, we are under significant financial constraints. With that said, I am looking forward to hearing a more detailed explanation of your budget.

We welcome you again, Mr. Szabo.

Before I recognize the Administrator for his opening statement, I recognize Mr. Pastor for his opening comments.

Mr. PASTOR. Good morning, Mr. Chairman. Thank you, Mr. Chairman.

I also want to welcome the Federal Railroad Administrator, Mr. Szabo. Welcome to the subcommittee and this hearing on the 2014 appropriation budget.

The president's budget request for the Federal Railroad Administration includes the biggest increase within the entire DOT budget. The budget includes a total of \$6.6 billion for FRA's programs and activities, of which \$6.4 billion is requested in mandatory funding for two new rail accounts.

Key components of the new current passenger rail service program include: capital and operating support for long-distance routes, transitional assistance for States as they begin to cover the full operating and capital costs of State-supported routes, and critical funding to address the state-of-good-repair backlog on the Northeast Corridor.

In many ways, Mr. Chairman, the state-of-good-repair funding builds on your new initiative you proposed in the fiscal year 2013 bill and Amtrak's capital account for the bridge and tunnel program. I am hopeful that we can get further in the process this year.

Finally, I am pleased that the budget request includes \$70 million for rail planning. As you may recall, I urged that we include funding for planning when President Bush requested this intercity rail passenger grant program a few years back. Sound planning and analysis is essential for the development of any new transportation project.

I look forward to Mr. Szabo's testimony and discussion today.

And thank you, Mr. Chairman. I yield back.

Mr. LATHAM. Thank you, Mr. Pastor.

Mr. LATHAM. After the Administrator, we will proceed with 5-minute rounds, alternating back and forth in our normal procedure.

With that, Mr. Szabo, we invite you to give us your opening statement. Your written statement will be included in the record. You are recognized for 5 minutes.

Mr. SZABO. Very good.

Chairman Latham, Ranking Member Pastor, members of the committee, thank you so much for this opportunity to discuss our 2014 budget request.

This budget represents a multiyear blueprint for investing in the next era of American freight and passenger rail and reflects an emerging consensus that rail is the mode of opportunity.

We are requesting \$6.6 billion for fiscal year 2014, including \$6.4 billion for the development of a national high-performance rail system program, the first of a 5-year, \$40-billion rail authorization. The program will be focused on two connecting priorities: modernizing our existing rail system and building an enhanced passenger and freight network to meet future demand.

Our budget also requests funding for expanding key safety initiatives that have helped to make 2012 the safest year in railroad history.

Further, as part of the President's initiative to invest \$50 billion in transportation infrastructure this coming year, we are requesting \$5 billion for rail projects. In the next few decades, America's transportation network will need to move 100 million additional people and 4 billion more tons of freight per year, and it will need to do it safely, reliably, and efficiently.

But today our airports and highways are stretched close to their limits, with congestion costing our economy more \$120 billion a

year. These challenges underscore the need to invest in more underutilized transportation alternatives, such as rail, which can be the most cost-effective, least oil-reliant, and most environmentally friendly mode to move people and freight.

Congress recognized this need in 2008 when it passed with broad bipartisan support two landmark pieces of legislation: the Rail Safety Improvement Act and the Passenger Rail Investment and Improvement Act. And both have helped fuel the resurgence of American rail.

Since these projects were passed, railroad accidents have fallen to record lows, while Amtrak's ridership and on-time performance have risen to record highs and freight intermodal traffic has surged to near record levels. Over the past 4 years, historic levels of public and private investment have been made in safety improvements, passenger rail equipment, corridor upgrades, and freight capacity.

The key elements of PRIIA and RSIA are now set to expire at the end of this fiscal year. And as much as we have accomplished, much more needs to be done to rebalance our Nation's transportation network.

Our budget proposes to take a more coordinated approach to enhancing the Nation's rail system—a holistic, integrated strategy that addresses safety, passenger and freight service improvements, and strong planning. Our new approach builds on the core principles of PRIIA and RSIA, and it better reflects both our on-the-ground experiences and the complex reality of our rail system, which runs mainly on privately owned track, carrying a mix of passenger and freight trains.

Much of the rail infrastructure we rely on today was built by past generations of Americans who acted on our behalf. Now is the time for our generation, for the sake of our children and grandchildren, to recapture that visionary spirit. But to do so, sustained and predictable Federal funding for rail programs is a necessity.

For decades, Congress has funded highway, transit, and aviation programs through multiyear authorizations that provide guaranteed funding that enables States, local governments, and the private sector to plan for and make transportation investments. Around the world, major rail systems have been developed through similar multiyear funding programs. So to build the rail network that our economy needs, we are proposing to adopt this approach for rail by establishing a new rail account of the transportation trust fund. Given the enormous pent-up demand for rail projects, this is an appropriate step forward.

For the \$10 billion this administration has invested in high-speed and higher-performing intercity passenger rail, we have received applications requesting funding for more than seven times that amount. And since 2009, 75 environmental and engineering studies and 30 State rail plans and corridor plans are under way, creating an even stronger pipeline for future projects. With your support, we can safely position our rail network for its increasingly vital role in meeting the Nation's transportation challenges.

In closing, I want to thank the committee for their work to address the rail needs in the Northeast region resulting from Hurricane Sandy. Work is ongoing to make critical investments needed to restore and revitalize services in the area. However, we are not

able to access all of the funds that were appropriated for Amtrak, so we will continue to work with the committee to resolve the underlying concerns and modify the legislative language to make all of the funds available.

Thank you very much, and I look forward to your questions.

Mr. LATHAM. Thank you very much, Mr. Szabo.

[The information follows:]

**WRITTEN STATEMENT OF
THE HONORABLE JOSEPH C. SZABO,
ADMINISTRATOR, FEDERAL RAILROAD ADMINISTRATION,
U.S. DEPARTMENT OF TRANSPORTATION**

**BEFORE THE
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN
DEVELOPMENT, AND RELATED AGENCIES
COMMITTEE ON APPROPRIATIONS,
U.S. HOUSE OF REPRESENTATIVES**

April 25, 2013

Chairman Latham, Ranking Member Pastor, and Members of the Committee, thank you for the opportunity to appear before you today to discuss the President's FY 2014 budget for the Federal Railroad Administration (FRA). In this testimony, I will provide an overview of FRA's priorities for moving forward, summarize our recent accomplishments, and describe the details behind our budget and reauthorization proposals.

PRIORITIES FOR MOVING FORWARD

FY 2014 Budget Highlights

FRA's budget presents the Administration's blueprint for the next era of rail – and also reflects an emerging consensus that rail is the mode of opportunity. FRA requests \$6.6 billion for FY 2014, including \$6.4 billion for a proposed National High Performance Rail System program (NHPRS). This bold initiative will substantially improve the safety and performance of the Nation's rail system, helping to accommodate a growing population and providing an alternative to the Nation's increasingly congested airports and highways. FY 2014 would be the first year of a five-year \$40 billion authorization of the National High-Performance Rail System.

Further, the budget identifies modest funding requirements for expanding key safety initiatives. These include expanding FRA's Confidential Close Call Reporting System from a pilot to a nationwide program, and upgrading FRA's Rail Safety Information System to accommodate new data reporting and analysis requirements stemming from regulations required by the Rail Safety Improvement Act of 2008 (RSIA).

Additionally, the President's proposal to invest \$50 billion in transportation infrastructure this coming year includes \$5 billion for rail projects. FRA will selectively target these funds to accelerate improvements to both current and future passenger rail services. This investment will improve transportation performance, while also spurring immediate job creation and supporting long-term economic growth.

Reauthorization Priorities

As you know, portions of two important rail laws expire at the end of FY 2013 – the *Rail Safety Improvement Act of 2008 (RSIA)* and *Passenger Rail Investment and Improvement Act of 2008 (PRIIA)*. The rail industry has changed dramatically since these two landmark acts were passed with broad bipartisan support in 2008. Accidents are at record lows, while train ridership and reliability are at record highs. The financial performance of the freight rail industry and Amtrak has never been stronger. Historic levels of public and private investment have been made in passenger rail equipment, corridor upgrades, freight capacity, and safety improvements. Dozens of planning studies, environmental reviews, and engineering analyses are underway, creating a strong pipeline for future projects.

These accomplishments do not mean we can declare victory – much more needs to be done to rebalance the Nation’s transportation system after decades of serious underinvestment in rail. The President’s FY 2014 budget for FRA lays out a comprehensive multi-year reauthorization blueprint for moving forward. The fundamental goal of this proposal is to take a more coordinated approach to enhancing the Nation’s rail system – an integrated strategy that addresses safety and passenger and freight service improvements. This new approach better reflects the complex reality of how rail works in the United States – most track is privately-owned and carries a mix of passenger and freight trains; safety is improved through regulations and inspections but also through capital investments; chokepoints often hinder the efficient movement of intercity, commuter, and freight trains.

This budget, while in many ways ambitious and transformational, is rooted in ideas and solutions that have received extensive discussion and debate in recent years. It builds on the core principles of PRIIA/RSIA, while reflecting “on-the-ground” experiences. It is based on the evolving needs of rail stakeholders, and acknowledges that demographic, economic, and environmental changes will continue boosting the market demand for rail for decades to come.

FRA’s key priorities are:

- **Enhancing world-class safety.** Rail is already among the safest modes of transportation, and safety has only been improving in recent years. Nevertheless, better safety performance is imperative, and with innovative safety practices and new technologies, the railroad industry can achieve this goal.
- **Modernizing our rail infrastructure.** Past generations of Americans invested heavily in building the infrastructure we rely on today. Most segments of the Northeast Corridor were built more than a century ago, for example. Modernizing these assets will lower long-term costs and result in a safer, more reliable rail system.
- **Meeting the growing market demand.** The nation’s population is projected to grow by 100 million by 2050. The national transportation system must be prepared to handle substantial increases in the movement of people and goods. Given the existing capacity constraints on other modes, rail will play an increasingly vital role in balancing America’s transportation system by accommodating this growth, resulting in public

benefits such as reduced reliance on foreign oil, reduced air pollution, increased safety, and more travel options. This budget proposes making market-based investments to build or improve passenger rail corridors, eliminate rail chokepoints, add freight capacity; and conduct comprehensive planning.

- **Promoting innovation.** FRA’s goal is for the domestic rail industry to be world-leading again— we want to encourage U.S. companies to develop patents for state-of-the-art rail technology, to supply rail operators throughout the world, and to employ the best engineers and railway workers. The United States should be exporting intellectual capital and rail products, not importing them.
- **Ensuring transparency and accountability.** Accomplishing the priorities described above can only occur if Federal resources are managed through a transparent process that makes it clear what public benefits and service improvements the American people are “buying” with their investments. The roles and responsibilities of the Federal government, States, Amtrak, freight railroads, and other stakeholders must be clear and based on sound public policy.

Need for Predictable Funding

An overarching issue that runs across all of these priorities is the need for sustained and predictable Federal funding for rail programs, similar to the treatment of other modes of transportation. Congress has for decades funded highway infrastructure and safety, transit, and aviation programs through multi-year authorizations that provide guaranteed funding. This enables states, local governments, and other stakeholders to plan for and to make large-scale infrastructure investments on a year-to-year basis. Likewise, internationally, other major rail systems have been planned and developed through a predictable multi-year funding program.

The Administration proposes adopting this budgeting approach for rail, including authorizing mandatory contract authority through FY 2018 for FRA’s new rail programs. The programs would be funded from resources in a new Rail Account of the Transportation Trust Fund. (The Highway Trust Fund would be renamed the Transportation Trust Fund and would continue to include separate Highway and Transit accounts.) The budget does not propose new taxes, and it does not divert existing gas tax revenues from highway and transit programs to rail. Rather, the budget proposes offsetting the cost of the requested rail programs using the savings generated by capping the Overseas Contingency Operations activities through FY 2018. Over the longer term, the Administration looks forward to working with Congress to identify creative solutions to fund rail along with DOT’s other surface transportation programs, recognizing that a seamless, multimodal system for the Nation requires predictable, comprehensive and coordinated funding, planning, and implementation.

RECENT ACCOMPLISHMENTS

Safety

FRA's top priority is safety, and 2012 was the safest year in the history of the railroad industry. For the fifth fiscal year in a row, FRA successfully improved on all six of its Safety Performance Measures. From FY 2008 to FY 2012, the overall rail-related rate of accidents/incidents declined by approximately 14 percent. The rate of non-accident hazardous materials releases per 200 million ton-miles is down 28 percent. The rate of human factors accidents per million train-miles has decreased 29 percent, the grade crossing incidents rate is lower by 16 percent, and the rate of track-caused accidents has decreased by 28 percent. These safety efforts have contributed to 19 percent fewer fatalities and injuries (falling from 10,209 casualties to 8,295 casualties).

In the area of rail safety, as noted, FRA has made significant progress fulfilling unprecedented mandates set forth by the RSIA:

- To address track-caused accidents, FRA issued regulations on concrete ties.
- To enhance grade crossing safety, FRA issued standards for emergency notification systems and regulations requiring certain states to issue State Action Plans to improve safety at highway-rail grade crossings. FRA also issued Model State Laws on highway users' sight distance at passively signed crossings and on motorists' violations of grade crossing warning devices.
- To address human factors-caused accidents and resulting casualties, FRA issued regulations to enable nationwide implementation of Positive Train Control (PTC) systems and standards for passenger train employee hours of service, which were authorized by the RSIA.

FRA also issued guidance on pedestrian safety at or near rail passenger stations; a regulation requiring conductor certification; and another regulation requiring owners of railroad bridges to implement programs for inspection, maintenance, and management of those structures and standards for camp cars used as railroad employee sleeping quarters.

FRA has been actively supporting the safety of proposed passenger rail operations, including line extensions, and shared-use and high-speed operations. FRA has provided technical outreach, including training and information regarding safety regulations and system safety, to many new start commuter railroads and is currently working with several other new operators. Further, FRA is making important strides to address human factors issues through an industry-wide initiative to combat the dangers of electronic device distraction in the railroad workplace as well as implementing a Confidential Close Call Reporting System program. The Budget proposes expanding it from a limited pilot project to a nation-wide rollout in order to better analyze close call data from railroads and improve safety culture across the country.

Rail trespassing accounted for 63% of all rail-related fatalities last year. Last summer, to help reduce the number of trespass deaths, FRA and the Federal Transit Administration co-hosted the second Right-of-Way Fatality and Trespass Prevention Workshop to identify and prioritize ways we can make progress in this area. Methods for successfully reducing trespass were shared and

are now posted on the FRA website. These achievements are not an occasion to reflect, but a foundation to build on as we look for more and better ways to improve the safety of our rail network. FRA will continue its involvement in these workshops as a core mitigation strategy in order to further reduce rail-related fatalities.

Investments

FRA is managing investments that will provide rail access to new communities and improve the reliability, speed, and frequency of existing services. To date, FRA has obligated \$9.9 billion in grant funding provided by Congress for the High-Speed and Intercity Passenger Rail (HSIPR) program through the American Recovery and Reinvestment Act of 2009 and annual appropriations for FY 2009 and 2010. FRA is also managing rail investments through grant and loan programs such as TIGER, rail line relocation, and Railroad Rehabilitation and Improvement Financing (RRIF), in addition to overseeing annual grants to Amtrak.

This portfolio of investments is having a substantial impact on the Nation's rail system: 6,000 corridor miles are being improved, 30 stations are being upgraded, and hundreds of new passenger cars and locomotives are being procured. These projects will improve the customer experience by reducing trip times, improving reliability, adding additional frequencies, and making stations and equipment more comfortable and accessible. Our strict "Buy America" requirement ensures that tracks, crossies, train sets, construction materials, and new stations are built in America and support domestic manufacturers and suppliers.

REAUTHORIZATION PROGRAM PROPOSALS

The Administration's FY 2014 budget request lays out a detailed blueprint for a five-year reauthorization proposal. The remainder of this testimony will outline the major highlights.

Safety & Operations

FRA is requesting \$184.5 million for its Safety & Operations account to continue providing world-class safety oversight on the Nation's extensive rail network, and to continue implementing monitoring financial assistance programs. The RSIA was a key piece of legislation to enhance rail safety comprehensively through risk reduction program regulations while also focusing directly on some of the most challenging areas including hazardous materials, human factors, grade crossing and trespass, and track. The Act authorized 200 new safety positions over the five-year period, but less than a quarter were funded through appropriations. The FY 2014 budget requests new 30 new personnel for FRA's Office of Safety, including 10 rail safety inspectors to bolster FRA's on-the-ground oversight of rail operations and 20 safety specialists to implement new regulations in areas such as risk reduction, training standards, and conductor certification as well as to provide technical assistance to new start commuter operations. An additional 15 positions are requested to support FRA's rail policy and programmatic development efforts, including overseeing the implementation of complex PRIIA requirements.

National High-Performance Rail System

The National High-Performance Rail System (NHPRS) proposes a new, coordinated approach to rail investments. The NHPRS would replace and consolidate existing rail programs (including the Amtrak grants and capital assistance for high-speed rail, among others) with two interlinked programs: the **Current Passenger Rail Service**—focused on *maintaining* the current rail network serviced by Amtrak—and the **Rail Service Improvement Program**—focused on *expanding and improving* the passenger and freight rail networks to accommodate growing travel demand.

Additionally, the **Research, Development, and Technology** program will invest in people, businesses, and technology, ensuring that America's rail industry is the world's most innovative and state-of-the-art. Finally, the **Railroad Research & Development** program, which has been part of FRA's budget for many years, will continue to lead research efforts aimed at improving the safety of the Nation's rail network.

National High-Performance Rail System FY 2014 to FY 2018 Investment Proposal (\$M)

Account	FY 14	FY 15	FY 16	FY 17	FY 18	TOTAL
Investment Programs*	6,360	8,045	7,700	8,550	8,945	39,600
Current Passenger Rail Service	2,700	3,225	2,550	2,650	2,075	13,200
Rail Service Improvement Program	3,660	4,820	5,150	5,900	6,870	26,400
Research, Development, & Technology*	55	43	43	38	38	217
Railroad Research & Development**	35	37	37	37	37	183
TOTAL	6,450	8,125	7,780	8,625	9,020	40,000

* Funded through the new Transportation Trust Fund

** Funded through the General Fund, just as this account is currently funded.

Current Passenger Rail Service: The objective of this program area is to maintain public rail assets in a state of good repair so that they continue producing public benefits for generations to come, while continuing to support the Nation's long-distance passenger rail services. The program will be organized according to the primary "business lines" of current passenger services:

- **Northeast Corridor:** bring Northeast Corridor infrastructure and equipment into a state of good repair to enable future growth and service improvements.
- **State Corridors:** facilitate efficient transition to financial control to States for short-distance State-supported corridors, as required by PRIIA. This program will be phased out within the five year period once States are transitioned.
- **Long-Distance Routes:** continue operations of the Nation's important long-distance routes.

- **National Assets:** improve efficiency of the Nation’s “backbone” rail facilities, further implement positive train control (PTC) on Amtrak routes, and bring stations into compliance with requirements of the Americans with Disabilities Act (ADA).

This approach is a major policy change from how Federal support for current service is provided today, which is through separate Operating and Capital/Debt Service grants to Amtrak. This new structure increases transparency and better aligns Federal resources to the public benefits and services in which we are investing.

CURRENT PASSENGER RAIL SERVICE (FY 2014 Request - \$2.7 billion)			
Program Area and FY 2014 Request	Objectives	Eligible Activities	Eligible Recipients
Northeast Corridor \$675 million	Bring infrastructure and equipment into a state of good repair to enable future growth and service improvements.	• Ongoing state of good repair capital needs. • Backlog of state of good repair capital needs. * • Replacement of legacy/obsolete equipment. *	Amtrak**
State Corridors (transitional) \$300 million	Facilitate efficient transition to State financial control over State-supported corridors.	• Transitional capital and operating assistance to support phase-in of PRIIA Section 209. (Up to \$100M)* • Replacement of legacy/obsolete equipment. (\$200M)* •	States
Long-Distance Routes \$800 million	Continue operation of the Nation’s long-distance routes.	• Long-distance route capital – equipment overhauls and replacement, stations, maintenance facilities, etc. • Long-distance route operations.	Amtrak
National Assets \$925 million	Improve efficiency of the Nation’s “backbone” rail facilities, support implementation of positive train control on Amtrak routes, and bring stations into compliance with the requirements of the <i>Americans with Disabilities Act</i> (ADA).	• Operating and capital needs for national reservations system; security and policing; rolling stock/infrastructure engineering, design services, and support facilities; training centers; and other national backbone systems. • Support implementation of PTC on Amtrak routes * • Capital to upgrade Amtrak-served stations to be ADA compliant. * • Legacy debt service and principal. *	Amtrak

Notes:

* Temporary activities that will phase-out upon completion.

**Funding provided through this program will be based on a five-year Northeast Corridor capital asset plan. This plan will be prepared by Amtrak in coordination with the Northeast Corridor Infrastructure and Operations Advisory Commission, which includes States and other NEC infrastructure owners and users, and will be approved by FRA. For specific capital projects, this plan may identify other appropriate lead agencies or recipients for these funds, such as States, in which case grants could be directed to those entities.

Rail Service Improvement Program: The objective of this program is to substantially improve the Nation’s passenger and freight rail systems to accommodate population growth and the increasing demand for rail transportation across the country. This program will comprehensively address the investment needs of both passenger and freight rail systems, which are tightly interwoven. The program will make competitive, discretionary investments based on analyses of the business and public investment cases for each proposal – no projects

are “pre-designated” to receive any of these funds. The program will also address the needs of local communities, through funding for station areas, mitigation of the local safety, environmental, and noise impacts generated by the presence of rail, and for rail line relocation activities.

The program will have four main areas of focus:

- **Passenger Corridors:** develop high-performance passenger rail networks through construction of new corridors or substantial improvements to existing corridors, and to implement positive train control systems on commuter railroads.
- **Congestion Mitigation:** address major chokepoints and congestion issues that reduce freight and passenger train reliability on shared-use infrastructure.
- **Freight Capacity:** improve the competitiveness of the Nation’s intermodal freight rail by upgrading facilities, adding capacity, and implementing community mitigation strategies.
- **Planning:** develop comprehensive plans that will guide future investments.

RAIL SERVICE IMPROVEMENT PROGRAM (FY 2014 Request - \$3.66 billion)			
Program Area and FY 2014 Request	Objective	Eligible Activities	Eligible Recipients
Passenger Corridors \$3,250 million	Build regional networks of passenger rail corridors through construction of new corridors or substantial improvements to existing corridors; support implementation of positive train control (PTC) on commuter railroads.	• Environmental studies • Right-of-way acquisition • Preliminary engineering • Design and construction • Rolling stock acquisition • Support implementation of PTC on commuter railroads. *	• States and multi-State entities • Amtrak • Equipment entity • Commuter railroads **
Congestion Mitigation \$150 million	Address major chokepoints and congestion issues that reduce freight and passenger train reliability on shared-use infrastructure.	• Capital for addressing congestion projects identified by the Surface Transportation Board or DOT • Capital for improving infrastructure in shared-use terminal areas	• States and multi-State entities • Amtrak • Freight railroads • Rail terminal companies
Freight Capacity \$190 million	Improve the competitiveness of the Nation’s intermodal freight rail system by upgrading facilities and adding capacity.	• Capital upgrades to intermodal freight corridors and connection points • Capital upgrades to short-line freight railroads • Rail line relocation and community mitigation	• States and multi-State entities • Freight railroads • Rail terminal companies • Ports • Local governments ±
Planning \$70 million	Develop comprehensive plans that will guide future investments in the Nation’s passenger and freight rail systems.	• National, multi-state, and state rail planning • Corridor and terminal area planning/environmental analyses • Northeast Corridor FUTURE*	• States and multi-State entities • Metropolitan planning organizations • FRA

Notes:

* Temporary activities that will phase-out upon completion.

** For PTC implementation only.

± For rail line relocation only.

Research, Development, and Technology (RD&T): The RD&T program goes beyond the safety benefits delivered by FRA’s existing R&D program. It prepares the Nation for high-performance rail by developing new technologies and testing facilities. It also supports the DOT “Buy America” policy to ensure growth in the railroad industry is supplied through domestic sources and jobs, strengthens collaboration with universities and others working on research projects, and helps address the future demands for an educated and qualified railroad workforce. \$54.7 million is requested in FY 2014 to support these critical activities.

Railroad Research and Development: The President’s Budget requests \$35.3 million to continue research and development activities to mitigate railroad operations safety risk. Funding included in this request will advance technology with railroad operators for system integration, interoperability standards, and prototypes for positive train control communications.

CONCLUSION

Thank you for the opportunity to appear before you to begin a dialogue on the future of rail in America. The President’s FY 2014 budget charts a bold new course for transportation infrastructure investment in the United States. We look forward to working with the Congress to put people back to work building a balanced transportation system that is the envy of the world – and a Nation that is built to last. I will be happy to respond to your questions.

###

Mr. LATHAM. Last week, as I am sure you know, Secretary LaHood testified before our subcommittee, and I really need some clarification on a few topics that we discussed at that hearing. Secretary LaHood stated, and I quote, "DOT has never promoted building anything to get anywhere faster. We don't promote things to get places faster." Quote, "We have never promoted high-speed rail on the speed aspect of it."

Why have you proposed spending billions of dollars on the high-speed rail program if speed is not a factor?

Mr. SZABO. I can't directly, you know, attribute to what the Secretary, you know, the point he was trying to make in his comments, but I can say this about our program: Our program has always been about the performance of passenger rail. It is about a higher-performing passenger rail system. And, of course, our proposal going forward is about a higher-performing passenger and freight rail system.

Ultimately, it comes down to the safe, reliable, and efficient movement of people. And so it is a matter of understanding what is the market need between city pairs, what types and levels and frequencies of service that best meet that market need.

And so, certainly, speed is an element. I think likely the point the Secretary was trying to make is that speed cannot and should not be the only element.

Again, when it comes to our rail program, there are markets where true high-speed rail core express service is appropriate because of the distances to be traveled and the population densities to be served. But, certainly, there are other markets where just by having higher-performing service, regional rail service, 90 to 100 miles per hour, because of the lower capital costs, actually are much more efficient serving those markets.

And then there are, of course, those smaller communities, those feeder routes that feed into the larger core system, where 79-mile-per-hour service is, in fact, the most efficient and most cost-effective way to connect them to the broader network.

Mr. LATHAM. I guess that leads perfectly to my next question. The FRA is insistent upon upholding a 125-mile-an-hour performance standard for rail equipment purchased by the Federal funds instead of 110 miles an hour.

If going faster doesn't matter, why take such an affirmative stance on the higher standard when the 110-mile-an-hour technology may be more cost-effective?

Mr. SZABO. Yeah, easy answer, and it is about being most cost-effective.

You need to keep in mind that our program has three tiers of service. There is that core express service, which is those speeds of, you know, 150 to 220 miles per hour. And then the middle tier is that regional express service, which operates at speeds from 90 to 125 miles per hour. And then the third tier, you know, the feeder service and merging routes, operates at those speeds 79 to 90 miles per hour.

So under PRIIA, Congress directed us to bring together all the stakeholders—the States, Amtrak, the equipment manufacturers—essentially to come up with standardization specifications for each of those three tiers of service. And so what the States and Amtrak

and the equipment providers have come together on is a standard that fully meets the needs of that regional express tier, up to 125 miles per hour.

I mean, the key here is you don't want to have a standard that isn't going to meet the need of the service in that category. And since service in that category will in many places be going 125 miles per hour, you need a locomotive that goes that fast.

And by standardizing it and bundling it—we just saw in our first procurement in the Midwest where, through the standardization and the bundling, the bids came in about 35 percent lower than expectation.

And so Illinois wants to ensure that their locomotives can operate at 125 miles per hour. Michigan has expressed the same need. California's locomotives are going to have to go 125 miles per hour for them. And so, as this procurement is bundled, you need to make sure you can reach your top speed. A locomotive designed for 125 miles per hour can still go 110, but the opposite is not true. If you purchase a locomotive that is restricted to 110 miles per hour, you are limited forever, including the 30-, 40-year life of that locomotive.

Mr. LATHAM. All right. I think that sounds like a conflict with what you said previously, but my time has expired.

Mr. Pastor.

Mr. PASTOR. Since sequestration is the biggest topic of the week, the FRA has to make \$82 million in cuts due to the sequestration. The bulk of these cuts will come from the Amtrak. FRA's operating and research programs will be reduced by a total of nearly \$11 million.

What other reductions have you made to meet your requirements under the sequestration?

Mr. SZABO. Yeah, we have had essentially to take a look at—you know, turn over every rock and look in every corner of the organization to take a look at where savings can be achieved. And, of course, we have made our 5 percent across-the-board cuts. It has meant, in many cases, delaying in hiring. We have made significant cutbacks in travel and conference.

You know, the goal has been for us to absorb more pain at headquarters, to make sure that we protect the ability of rank-and-file inspectors to make inspections out in the field and, you know, try to make certain that our core safety mission is not affected.

But, you know, we did some real due diligence and began preparing actually a couple of months in advance by strategically not filling positions and making significant reductions in travel, canceling contracts.

Mr. PASTOR. So has it affected the safety or efficiency of running the railroads?

Mr. SZABO. It certainly has made our challenge greater. Again, our priority has been to protect and preserve rank-and-file inspections. So, you know, our goal is to try and make sure that it does not come back and bite us in the behind on, you know, achieving our continuous record of safety improvements. But, certainly, there is a risk if sequestration continues long-term.

Mr. PASTOR. Well, I think that that is a high probability. Yesterday, we had the FAA, and the budget that was being discussed had

included one of the conditions that sequestration would have been lifted. And I and I think Congressman Cole both suggested to the Administrator that, in my opinion, sequestration is going to continue in 2013 and go forward to 2014. And whenever it is lifted, it is going to be quite a ways.

So I think that would be the probable situation. And so I think that is what you should also plan for, as you do other alternatives.

Mr. SZABO. Congressman, obviously, the longer that sequestration is in place, the greater our risk becomes and the greater our challenge is. You know, but it is my responsibility to try and make sure that it doesn't have a deleterious effect on safety.

You know, we are very, very proud of the fact that we have a significant record of continuous safety improvement over the past 5 years. This hurts. It sets us back. We are dealing with it. But the longer it is there, the greater our risk that it ends up rooting itself in deleteriously affecting railroad safety.

Mr. PASTOR. Within the rail service improvement program, \$70 million is requested to coordinate planning for rail projects. And I will tell you that, as you probably may be aware, we are trying to connect two major metropolitan areas in Arizona—

Mr. SZABO. Phoenix and Tucson, yes, sir.

Mr. PASTOR [continuing]. Phoenix and Tucson, that would connect 85 percent of the population and also would connect to the Amtrak. So it gives the connection down in Tucson. And so I am very happy that we had the initial grant provided by the Federal Government, and Arizona Department of Transportation is planning and going forward.

Is this how you see the \$70 million to be used, by local authorities and et cetera?

Mr. SZABO. Planning today saves capital dollars tomorrow. It is so important that strong planning be done, that States and regions be able to take a look at their transportation needs and do good planning, having the option of using the transportation mode that is most efficient for the journeys that need to take place in moving people and goods.

There is some great planning work being done there in the Southwest that I would love to spend some more bringing you up to speed on. But the other important thing is to continue the planning for the Northeast Corridor, the NEC FUTURE project. And it is imperative that the good work that has been started be allowed to continue there. Our planning dollars are going to expire there this August, and we are really going to lose synergy if we have to shut down that work. And this is one of the world's strongest inter-city passenger rail markets, as well as a very heavily utilized freight market.

Mr. PASTOR. I yield back, Mr. Chairman.

Mr. LATHAM. I thank the gentleman.

Apparently, Mr. Cole does not have a question at this time, so I recognize Mr. Dent.

Mr. DENT. Thanks, Mr. Chairman.

Good morning, Mr. Szabo.

Mr. SZABO. Good morning.

Mr. DENT. Just a few things. First, thanks for being here.

In light of the sequestration, can you explain how you are prioritizing your spending decisions?

And, specifically, I am concerned—yesterday, as was mentioned, we had Administrator Huerta in here from the FAA discussing, you know, the issues with the FAA and air traffic control. Could you let me know if we could anticipate similar types of problems for Amtrak in light of the sequester?

Mr. SZABO. At this point, even though there has been a 5-percent across-the-board reduction to Amtrak, at this point, you know, it won't entail any direct disruptions of service.

You know, again, obviously, the longer these things go on, the longer that they continue, the greater the risk is, you know, in being able to maintain, in our case, from FRA's standpoint, the level of safety that we are responsible for achieving and, in Amtrak's case, the level of service that they are expected to achieve.

Mr. DENT. Have you requested any flexibility yet from Congress in the event that, you know, we would have to make some adjustments to Amtrak's schedules? Have you requested any flexibility, at this point?

Mr. SZABO. At this point, there hasn't been the need for us to come and request flexibility from you. Again, we have done our due diligence and we have made our plans to get through the fiscal year 2013 at the sequestration levels. My priority, you know, has been, again, to protect those rank-and-file inspectors out there. But there would be concern that, long-term, it can manifest itself and have a deleterious effect on railroad safety.

Mr. DENT. Okay. Well, in the event that there is going to be a problem, we just hope that your administration would notify stakeholders in a timely manner, unlike the FAA, which clearly did not give any stakeholders forewarning of what was about to happen, whether it was—in that case, it was the airports, it was the airlines, it was the unions, and, of course, the flying public. We just hope that if there is going to be a repeat event, that there is better communication.

Mr. SZABO. Yeah, we continue to coordinate very, very closely with Amtrak. I mean, it is on a near daily basis.

Mr. DENT. Well, thank you.

And I have no further questions, Mr. Chairman. I yield back.

Mr. LATHAM. Thank you, Mr. Dent.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

Welcome, Administrator. We are glad to have you here. Appreciate your good work.

I want to talk to you about the section 209 transition assistance. As a State that has invested heavily in intrastate Amtrak service and has seen that service flourish and grow, we, of course, have a very strong stake in this going well and taking on this responsibility in a way that lets us continue and even increase the service.

We are one of the States that is going to be financially responsible for supporting State corridor services under section 209 of the Passenger Rail Investment and Improvement Act beginning on October 1st of this year. North Carolina is also one of the States that has served on the State working group which developed the section 209 methodology in partnership with Amtrak.

Now, we both know States didn't ask for this change.

Mr. SZABO. Right.

Mr. PRICE. But they have agreed to pay for the expenses directly associated with operating their routes, a percentage of overhead costs for supporting services, and capital fees to help keep trains and infrastructure in good repair.

The States had been given a preliminary estimate about the cost that would be required under section 209 versus what they are paying now, that the difference would be about \$100 million. But last Friday, Amtrak indicated the cost for States would be \$120 million, a 20 percent increase.

States don't feel they have received the level of detail necessary to support the new additional costs. The States that are assuming this new fiscal responsibility need to be able to justify expenses to their State legislatures and leadership. The last thing we would want to happen is for States to be forced to reduce service come October 1 because the new cost discrepancies are not resolved.

So I wonder what you are doing to work with Amtrak and the States to ensure that the costs are being allocated appropriately among the various entities and that the costs are adequately justified to all parties concerned.

Mr. SZABO. Yes, Congressman, I think several things.

First off, under the statute, actually, the Surface Transportation Board is the governing body that has the authority to adjudicate any disputes between the States and Amtrak in the numbers. But we believe there is an important role that we have to play in making sure that there is full transparency to the numbers, that there is a good understanding of what constitute these numbers, that there is a fair allocation of these numbers. And so, you know, we are engaging with both Amtrak and the States to try and better clarify the understanding of those figures.

In addition, as part of our budget proposal and our reauthorization proposal, you know, we do propose that there be transitional assistance for the States so the burden doesn't just drop on them like an anvil.

And it is not new money for this fiscal year. It is money that originally would have been a part of Amtrak's budget that now would go to help the States with the first year of their payment of their 209 obligations and taper off in subsequent years, you know, to a point to where it completely diminishes. And then it does become the State's full responsibility to pay the cost of operating their corridor service.

So we think there are two roles that we can be helpful in: one, in better understanding the number, ensuring transparency, and then providing this tapering-down financial assistance.

Mr. PRICE. I want to get to that in just a moment, but can you shed light at this moment on this recent shift, on this recent 20 percent increase in the estimated cost?

Mr. SZABO. I do not have those figures. You know, but staff is working with the other staffs at the States and Amtrak to try and better understand accurate costs.

Mr. PRICE. And you can submit that for the record, the justification or the rationale?

Mr. SZABO. We will get you something for the record, definitely.

Mr. PRICE. Your numbers.

Now, the fiscal 2014 budget, to come to that——

Mr. SZABO. Yes.

Mr. PRICE [continuing]. Includes \$300 million for State corridors, including the 209 transitional assistance. And recently you indicated that, of this \$300 million, \$85 million be designated for transition assistance and the remaining \$215 million for equipment.

How did you arrive at these funding levels? How is this funding going to be distributed to the States? Can you provide additional information on what equipment costs you have in mind here?

Mr. SZABO. Yeah, part of the responsibility that the States end up assuming under PRIIA section 209 is the capital costs relative to the equipment. And so the additional costs that are in there are making sure that legacy costs are addressed, you know, as the States meet their new responsibility, you know, for maintaining the equipment as well as replenishing and replacing the equipment.

And it would be a grant application process. The States would need to apply to us, and we would administer that grant, taking a look at their numbers for operating as well as the capital costs that they would be responsible for.

Mr. PRICE. All right.

Thank you, Mr. Chairman.

Mr. LATHAM. I thank the gentleman.

This has to do with Iowa more specifically, but, as you know, the Chicago to Iowa City passenger rail project is under way, with the Illinois portion of the project from Chicago to Moline having started. And Iowa is still working on a service development plan to analyze the project——

Mr. SZABO. Right. Right.

Mr. LATHAM [continuing]. To build it out all the way to Council Bluffs, Omaha.

Recently, \$18 million of Iowa's project funding was transferred to the Illinois portion of the project to cover a "cost change." I am told that this transfer is not in accordance with the agreement in principle between Iowa DOT and the Illinois DOT. We were advised that the FRA made the decision to shift the funding.

Can you tell me what statutory authority under which you stepped in and carried out the shifting of the funds, especially since cost overruns are expressly defined as costs over and above the amount funded by the Federal intercity passenger rail funding?

Mr. SZABO. Chairman, we are very comfortable that the decision that we made was not only authorized but proper. For the record, we will actually cite whatever——

Mr. LATHAM. Statutory authority.

Mr. SZABO [continuing]. Statute that is appropriate there.

[The information follows:]

No statutory authority was provided by FRA to the Committee as of time of printing.

Mr. SZABO. But the key here is, because the construction is now moving forward on Chicago to Moline, there are now costs that the Illinois side of the project are incurring that they otherwise would not have incurred. And so it was appropriate—these were costs that actually would have later fallen into the Iowa side of the project.

And so it is not that money was taken from Iowa; it is that the actual cost got shifted, and therefore the dollars, likewise, got shifted.

Mr. LATHAM. Federal funds are not supposed to cover State cost overruns.

Mr. SZABO. It is not about a cost overrun. We will be able to—for the record, we will make sure that we get you a very, very clear breakdown on our decision. I am comfortable with our decision and believe it is the right one.

And for the record, you know, we are holding that Iowa piece in abeyance, hoping that Iowa chooses to move forward, but it is the last of our high-speed rail grants that is not obligated at this point. So, you know——

Mr. LATHAM. What is your definition in that case of “high-speed”?

Mr. SZABO. Under the high-speed rail program. Actually, Congress’ definition, the statute that Congress established under PRIIA, made the definition speeds up to 110 miles per hour. And that is Iowa DOT’s vision for that project.

In our case, under our program, that would actually be the second tier of service. That would be what we would call regional express service that falls into that 90-mile-per-hour to 125-mile-per-hour category.

Mr. LATHAM. When it was proposed, they said it would be 53 miles an hour.

Mr. SZABO. Yeah, I do know what Iowa’s vision is. Like I say, Iowa DOT’s vision for that project is 110-mile-per-hour service. So it is the second category.

It certainly may have qualified or could have qualified under the first tier, under feeder service, you know, that would fall into the top-end speeds of 79 to 90 miles per hour. But your State DOT, their vision is for 110-mile-per-hour service on that line.

Mr. LATHAM. Your budget—I don’t know if I have time for this in this round, but your budget includes a vision for a 5-year, \$40-billion rail proposal. Secretary LaHood, responding to my question as to when the administration would formally submit its reauthorization proposal, stated that the President was busy with issues of gun control, immigration reform, and sequestration.

Further, he stated that receiving a proposal from the administration was contingent upon, basically, Congress taking action on immigration reform, gun control, and sequestration. That is interesting to me, since the President insisted on sequestration himself and he has not made any proposal as far as immigration reform or gun control.

Are you at least working on your reauthorization proposal, or are you waiting for gun control and immigration and sequestration to be addressed before you start? Or what is the——

Mr. SZABO. From a rail perspective, we are absolutely working on our reauthorization proposal. And what you have before you is, you know, that blueprint.

We clearly believe that rail is the mode of opportunity, it is the mode of need when you take a look at our transportation challenges, and that we need to achieve parity for rail, like we have for other transportation modes, ensuring a dedicated fund set up

for rail investments and making sure that we can advance the safe, reliable, and efficient movement of people and goods. And we think rail has a significant role to play.

Mr. LATHAM. Just to complete the thought, what circumstances will you be permitted to formally submit your reauthorization, and when can we expect it? Because we have issues here that you are talking about, amounts that we don't know, they are just mystery amounts, in what you are talking about as far as the big proposal in your budget.

Mr. SZABO. We look forward to continuing to work with your staff to have provide all information that we are able to provide in moving forward.

Mr. LATHAM. When do you expect and under what circumstances will you have the reauthorization proposal to us?

Mr. SZABO. Well, I am not in a position where I can speak about DOT's reauthorization proposal. But like I say, certainly from a rail perspective, we have given you a great blueprint here, and we look forward to continuing to provide additional information to try and make this vision a reality.

Mr. LATHAM. Thank you.

Mr. Pastor.

Mr. PASTOR. In my round of questioning when we talked about planning, at the end of your testimony you brought up the Northeast Corridor and talked about funds, that they were going to lapse at the end of the fiscal year. And you showed some concern, and so I go back to that so that you may further explain what your concern is and, if it does lapse, what are your plans so that we have an idea of how you propose to address it.

Mr. SZABO. Well, of course, the hopes would be to find a legislative fix so Amtrak could have access to the \$86 million that was intended for their use for Hurricane Sandy remediation. And so we need to work with the committee and make sure we come up with language that folks are, you know, comfortable with to hopefully make those dollars available so Amtrak can move forward with some very important projects in the Northeast.

Mr. PASTOR. All right.

In your budget, you have \$675 million to address Amtrak's state-of-good-repair backlog and to replace aging equipment on the Northeast Corridor. You also have the moneys that was available through Sandy.

How is that being coordinated so that the money is being spent in a more efficient way so that we don't have duplication or something falls through the crack? Because, obviously, you are dealing with Sandy problems now and you want to repair things up to state. So there must be some similarity in the situation.

Mr. SZABO. Yeah. Well, I would break it down into three components. You know, there are those projects that need to move forward today to make repairs to damage caused by Hurricane Sandy and to try and harden the resiliency of those assets to make sure that they can withstand a storm in the future.

But over and above that is the serious backlog of state of good repair on the Northeast Corridor. And so if you take a look at our program under current passenger rail services, over the life of the

5-year proposal that we are putting out there, we are looking to bring the entire Northeast Corridor to a state of good repair.

Now, that doesn't allow it to grow, you know, for the future. It only allows it to function today at its, you know, peak efficiency. For it to grow for the future, you actually have to go down into the second leg of our budget proposal in the rail service improvement program. And Amtrak then would be able to apply for the grants that would be available there to start meeting, you know, that vision for the future, with true 220-mile-per-hour trains and the ability to grow the services based on market needs.

Mr. PASTOR. But I guess the crux of the question is, you probably have infrastructure and equipment that was injured by Sandy which probably was part of the backlog that you need to bring into good repair. And so what I guess the question is: In dealing with the situation that is similar to that, how are you doing that to ensure that, once you deal with the damage brought by Sandy and being part of the backlogs, that you can accomplish the repair so it will go for the period of time you anticipate?

Mr. SZABO. Through good transparency through our grant oversight management of Amtrak. You know, those are exactly the types of things that we would be drilling down into to ensure that there is no level of duplication. So it would be through our grant management program.

Mr. PASTOR. And is some of the effort—as I understand, there was a committee that was looking at the coordination of the damage and repair dealing with Sandy. As I recall, it was Secretary Donovan who was kind of the head of that committee?

Mr. SZABO. Yes. Yes.

Mr. PASTOR. I am assuming, then, you also have people on that effort. And how are you being informed of what—

Mr. SZABO. No, you bet we do, Congressman, that we are engaged in that effort with Secretary Donovan. And we are doing our due diligence, our oversight to make sure we are comfortable with the accuracy of the numbers that get submitted to us and, again, through our grant oversight, then making sure that it is not duplicated elsewhere.

Mr. PASTOR. Okay.

I will yield back, Mr. Chairman.

Mr. LATHAM. I thank the gentleman.

Just to kind of go back over a little bit on the proposal, you realize for us to consider your rail proposal we need to understand every detail of it here. And without—

Mr. SZABO. Sure.

Mr. LATHAM [continuing]. A copy, it is impossible to understand it.

On the very first page of your budget justification, it says, "The rail proposal is integral to the President's plan to spur immediate job creation and economic growth through investment in transportation infrastructure." And, it certainly appears that you believe the rail reauthorization proposal is important. I am really hopeful, eternally optimistic that you will find it important enough to actually send it to us so we can see it.

Is there—you don't have any timeline as to when you will have the rail proposal?

Mr. SZABO. Well, we will continue to make information available to you and continue to work with your staff to, you know, fill in whatever questions it is that you have.

Mr. LATHAM. We want to know what your proposal is.

Mr. SZABO. I mean, the document before you is the blueprint that really lays it out, the different components of, you know, how we ensure that we are investing in the future of safety by expanding our risk-reduction program, confidential close-calls reporting, investing in the technology that we need to advance safety, making sure that we are doing a better job of tracking and following data. It is an invaluable way to become that much more efficient with safety.

And then making sure that we have the ability not only to bring the existing passenger rail assets, the Amtrak network—broken down by business line, again, for that full transparency and accountability—but bringing it to a state of good repair. And then allowing the opportunities for States and regions to continue to do good planning to meet their future transportation needs. Have the opportunity to apply for capital grants for freight and passenger rail investments that have a clear basis in market need, you know, and that have clear public benefits.

And advance a research and development program that, again, not only meets our safety needs but allows us to meet the next generation of rail needs, advancements in the Transportation Research Center in Pueblo, Colorado, instead of having to do some of this testing of equipment overseas, to have the ability to do that here in the United States.

To make sure we are doing good workforce development. If you take a look at the railroad industry, it is a whole group like me that are getting gray in—you know, everybody is going to be walking out the door and retiring together. And so for rail to meet the role that it is going to have to play, there has to be strong workforce development, not just for the industry itself, but to strengthen States' and regions' and the Federal Government's ability to plan for and execute good rail projects.

Mr. LATHAM. Well, I think one example, without any details of what the proposal is, is positive train control. Secretary LaHood stated that the problems with the PTC are financial rather than technical and that FRA was resolving the technical difficulties. Your budget requests an amount for PTC for Amtrak. I would add that we are not sure of the exact amount since you haven't submitted the proposal, there is no reauthorization proposal.

Does this mean that if we provide the mystery amount that is in your request, that you can achieve implementation by 2015?

Mr. SZABO. I think the Secretary—

Mr. LATHAM. Do you see our dilemma? There are no specifics.

Mr. SZABO. Let me help clarify the record. There are both financial as well as technical and programmatic challenges for the industry to meet full—full—PTC deployment by the 2015 deadline.

Mr. LATHAM. Does Mr. LaHood know that? That is not what he said.

Mr. SZABO. No, he does. He does. And, again, I don't want to pick at his words, but I will say this for the record: The financial challenges that he was talking about are what public agencies face,

Amtrak as well as the commuter rail operators. The financial challenges for them are significant, very significant, and, without question, a hurdle for them to meet the 2015 deadline.

For the freight rail industry, it is less of a financial challenge, and it is more the availability of radios and spectrum.

And so the report that we submitted to Congress last fall, you know, really outlined the challenges that the industry is facing from a technical and programmatic standpoint. It does indicate that they will achieve partial deployment by 2015, but full deployment by 2015 is very unlikely.

Mr. LATHAM. Okay. I will have a follow-up here, but I am out of time.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

Administrator, let me turn to the high-speed and intercity passenger rail items in your budget. Your fiscal 2014 budget request includes \$6.5 billion for a new national high-performance rail system.

Now, I understand this assumes a reconfigured authorization, so the program structure is somewhat undefined at this point. But I would like to ask you a few questions about how you see this program working.

Mr. SZABO. Okay.

Mr. PRICE. In the first place, how are you building on the key sections of PRIIA, section 301, 302, 501, which have established the capital grants programs for the States and for Amtrak? What are the continuities and the innovations here?

Mr. SZABO. You know, our goal to date has been to build out good projects, build them on time and on budget. And North Carolina has been a great example of a State that has been doing just that, with a couple of their projects coming in actually ahead of schedule and under budget. The program that we have put together allows those good projects to continue on.

North Carolina has just done a tremendous job in making capital improvements between Raleigh and Charlotte that are not only going to increase the speed of trains but it is going to improve the reliability of service. Most importantly, it is going to improve the safety of the service and the safety for motorists.

Mr. PRICE. Well, as you know, this has been an aspiration for a long time. And we do feel like the State has been rewarded for the early planning and early investment it made in passenger rail. But there is no way this would have happened without the funds provided through the Recovery Act. And we are grateful for that, and we appreciate your commendation of what we have done with that money.

Mr. SZABO. Yeah, the Sealed Corridor that you folks are building out and the ability to work with those communities and understand their vehicular and pedestrian traffic needs and coming up with a, you know, very comprehensive plan to close crossings, build overpasses, build underpasses, it just improves the efficiency of the rail service while improving the safety of the rail service and the safety for motorists and pedestrians. And the fact that 50 grade crossings are going to be closed between Raleigh and Charlotte by working with those communities is just a huge achievement.

Mr. PRICE. Well, I want to thank you for your commitment to developing a 21st-century rail system.

Within that \$6.4 billion is \$3.7 billion for new intercity rail development. That appears to be a successor to the previous high-speed rail program. Unfortunately, as you know, high-speed rail hasn't been funded since fiscal 2010. That is 3 years of zero dollars for this program. We, of course, hope we can avoid another year where this investment gets completely shut out.

We tend to hear in the news about some of the struggles with specific projects. I wonder if you can give us a general idea of where things are with the existing Federal dollars and projects under way. You have just done that with respect to North Carolina, but where do we stand with the money that is still being spent out?

And, of course, the implication is that this won't last forever and that we pay a price for these successive years of zero funding. In the absence of new Federal funding, what evidence have you seen that States and localities are continuing to invest and have interest in high-speed rail? To what extent is that or might that fill some of the gap?

Mr. SZABO. Yeah, there are several States that continue to not only make progress but move forward on their own dime on a limited basis.

Our goal is to continue to build good projects, build them on time, build them on budget. And the success that I outlined in North Carolina is being captured essentially in every region that we have made investments in.

In the Midwest, through the dollars that have been invested, 80 percent of Chicago-Detroit will be at sustained speeds of 110 mile per hour. Approximately 75 percent of Chicago-St. Louis is going to be at those sustained speeds of 110 miles per hour with an entirely new fleet of equipment all funded from the existing investments. Much of that work is already operating today. Orders have been placed. And so it is on schedule and on budget, with some things actually coming in below bid estimate for the equipment.

You go out to the Northeast Corridor, and good work has been done on the corridor itself to improve the efficiency, reliability, and safety of existing operations on the Northeast Corridor, while nice improvements have been made on some feeder routes. New service was returned to Brunswick and Freeport, Maine, to great celebration. Ridership is beating all of the projections. Revenues are beating all of the projections.

You go out to the Pacific Northwest, we just had a ribbon-cutting yesterday on the King Street Station. That work is complete. Not only does it enhance the efficiency of the station, more importantly it enhanced the safety of the station by making it able to withstand a seismic event, which is important out there, making renovations to prevent mudslides from blocking out the corridor, and a series of improvements that are going to reduce trip times, improve reliability substantially, and, again, enhance the safety of the operations there, and allow the Pacific Northwest to achieve their goal of carving off an hour between Portland and Seattle while advancing service to hourly departures.

So, I mean, you can go to every region and there is a success story of this nature that has already happened today.

Mr. PRICE. Thank you.

Mr. Chairman, I know my time has expired. Let me just ask you—

Mr. LATHAM. It has more than expired.

Mr. PRICE. All right. I want to ask for an item for the record, if I might, and I will be very brief.

Mr. LATHAM. You are more than welcome.

Mr. PRICE. I appreciate those success stories and commend you for them.

Mr. PASTOR. Let me yield a minute of my time.

Mr. LATHAM. Okay. The gentleman is keeping us honest.

Mr. PRICE. All right.

I appreciate the success stories and commend you for them, but I do want to know the other side of the story. Maybe you can furnish this for the record. I want to know what gets stopped in its tracks, so to speak, what doesn't get completed, what plans don't get fulfilled if we continue with this pattern of no funding. I mean, we really do need to know that side of the story.

Mr. SZABO. We will provide that for the record. I think there is good information we can provide from both standpoints, a very clear update on what has been done and then what good work gets put at risk if additional funding isn't made available. And of particular concern would be the work on the Northeast Corridor.

Mr. PRICE. That is exactly what I think we need. Thank you.

Mr. LATHAM. Mr. Pastor.

Mr. PASTOR. I think in the last set of questions, you brought up the Pueblo, Colorado, center.

Mr. SZABO. Yes.

Mr. PASTOR. Before I ask a question on that, let me go back to what—your budget proposes to fund reach and development in two separate accounts. The budget requests \$32 million in general funds for railroad research and development and \$55 million in mandatory funds for a new railroad research, development, and technology program.

The basic question that I have is, why can't you do the research under the one program? What requires you to now set up two programs?

Mr. SZABO. Well, the first one is what has been our historic, traditional program, which has more of a safety focus. I mean, we have done some great work under that program. And, actually, I would love to come brief you on some of the good work that we have done under that program.

But the second part of it is taking a look at what it is really going to take to grab the future.

Mr. PASTOR. Does the second part mean the \$55 million?

Mr. SZABO. Yes. Yes. And to make sure that we can upgrade our test facility there in Pueblo to ensure that, instead of having to farm out this testing across the globe to other countries, that we have the ability to test high-speed rail equipment here in the United States, to make sure we are doing the good workforce development that is not only going to meet the industry's needs but, again, government at the State, regional, local, and Federal level to plan for and execute good rail projects, to make sure that once again our country captures the opportunity to be an exporter of

this intellectual property, this talent, and this equipment instead of having to import it from Asia and from Europe.

We really want the United States of America to become a leader in rail. We are a leader today in freight rail. We want to see that role grow and be enhanced. And we want to become a leader in passenger rail through a balanced program that embraces high-speed, regional, and good feeder service, just like they have in Europe and Asia.

Mr. PASTOR. So the \$25 million that is going to the Pueblo, Colorado, test site or facility, that is for high-speed rail technology?

Mr. SZABO. Yeah. It allows us to upgrade the facility there to meet our future needs—in particular, the ability for it to become a world-class test center for high-speed rail equipment.

It is a world-class test center in a lot of other areas. We want to make sure that it keeps that world-class setting in particular in this area, where we are a little bit deficient, has the ability for grow.

Mr. PASTOR. And the remaining \$30 million will go where under that new account?

Mr. SZABO. Again, that new account is about upgrading the test center and the workforce development. For the record, we will itemize out for you everything that falls under that category, Congressman.

Mr. PASTOR. Okay. All right.

I yield back, Mr. Chairman.

Mr. LATHAM. Thank you, Mr. Pastor.

The California High-Speed Rail Authority's latest business plan assumes a total of \$32 billion in Federal funding for the project over the 10 years from fiscal year 2014 to 2023 period. Congress so far has only provided \$3.3 billion of that funding. California's funding plan assumes another \$28 billion over the next 10 years.

Is it the policy of the administration to provide that additional \$28 billion for this project over the next 10 years?

Mr. SZABO. Well, let me say this. Under our program, this is a grant program to where you have to apply for on a competitive basis and be deemed the most meritorious—one of the most meritorious proposals in that hopper. So there is no automatic guarantee that California gets dollars.

Now, having said that, we remain very committed to that project. We remain very bullish on what we believe that project is going to mean for the people of California. And, certainly, the fact that, you know, the bids just opened last week came in substantially below budget—the range of the budget estimates was, I think, between \$1.2 billion to \$1.8 billion, and they came in less than a billion dollars. So, you know, we are already going to be able to start work out there and do it under budget.

And, of course, the goal here is to make sure that as incremental pieces are constructed that they have immediate usability, and so there is never an island that is left out there that doesn't have value that it can provide the traveling public.

Mr. LATHAM. So what you are saying for California, there is no certainty that you are going to continue to fund that \$28 billion. And if that is the case, how can they proceed if they are not knowing if the funding is going to be there?

Mr. SZABO. They have to compete just like anybody else. They have to compete just like anybody else. Now, again, we remain committed to the project. We think it is a worthy project. But they have to compete.

And, certainly, their goal needs to be to continue to do good work, build out with the dollars that they have available, and, of course, get that project to a point to where there is a tipping point for private investment. Private investment is going to have to be a very, very important part of the California high-speed rail project.

And so it is going to be that balance between the public dollars that the Federal Government and the State provides to get to a point where private dollars can come in and essentially get it over the tipping point.

Mr. LATHAM. I am still very concerned about uncertainty out there. Especially, because in December last year, you amended the grant agreement with the California High-Speed Rail Authority to allow the authority to spend its Federal grants first.

Mr. SZABO. You bet we did, because it saves the taxpayers \$100 million to \$150 million. So, you know, this is consistent with—

Mr. LATHAM. Which taxpayers?

Mr. SZABO. All taxpayers. It saves the project, it saves the project \$100 million to \$150 million.

And so this is one of those wise things that you do to save dollars. It is consistent, it is consistent with other grant programs inside the DOT. There is nothing unique or unusual here. It is just a sound business practice.

Mr. LATHAM. Well, it is unusual to have the Federal Government fund 100 percent of something that is supposed to be—

Mr. SZABO. No, Congressman—no, because the match—California's match is still required. Their 50-percent match does not go away. It comes into the project later.

But, again, this is consistent, this is consistent with the approach used in other DOT modes. And so it is not something that is unique.

Mr. LATHAM. Okay.

Mr. SZABO. And, Chairman, if I can, you talked about the uncertainty, and you are right. You know, for private investors to come in, there has to be certainty. For States to do good planning, there has to be certainty.

And this is all the more reason why we need to have a program that goes on into the future, so States can do the good planning that they need, so private investors have the opportunity to come into these projects with that certainty that they are going to be looking for, and, again, that rail is put on parity with the other transportation modes like aviation, highways, and transit, not left out there like an orphan.

Mr. LATHAM. What, basically, you are saying is that the stimulus, the \$2.6 billion, this is a way of spending that out before the deadline in 2017, as far as expending those funds.

Mr. SZABO. Chairman, I would argue that it is a way of maximizing return to the taxpayers by saving \$100 million to \$150 million on the segment.

Mr. LATHAM. How does it save that money, again?

Mr. SZABO. For the record, we will provide that to you or come brief that to you. But that is the projection. That is the projection, sir.

Mr. LATHAM. Save the Federal Government and taxpayers?

Mr. SZABO. Save the project.

Mr. LATHAM. Okay. Say you fund 100 percent or 80 percent over the next 2 years of the project, and the project—I mean, California, I don't know if you have heard, is not in great financial condition. If they cannot come up with the money, the project dies, are they still on the hook for the Federal part?

Mr. SZABO. Well, absolutely.

You know, two things. Again, first off, we are ensuring that every piece that gets built has functional utility, has a use that the traveling public will be able to take advantage of, to ensure that there is never an orphan left out there as this project, step by step, moves forward.

In addition, in addition, California is absolutely on the hook for the balance of that Federal grant. Through our grant agreements, we have assured that. There is no free ride here.

Mr. LATHAM. Okay.

Mr. Price, did you have questions?

Mr. PRICE. No further questions.

Mr. LATHAM. Mr. Pastor.

Mr. PASTOR. I don't have any further questions.

Mr. LATHAM. You are very short-winded.

Mr. PASTOR. Well, he did such a good job here, I—

Mr. LATHAM. He did. I know.

Mr. PASTOR. And I read all the material. But there will be questions for the record, Mr. Chairman.

Mr. LATHAM. On California, if we are funding 100 percent initially—you are well aware that there are potential delays of the project. I think there are some lawsuits out there. They haven't bought the land yet.

Mr. SZABO. Actually, they have started land acquisition this week.

Mr. LATHAM. They haven't bought the land yet. Are you saying that if this gets bumped into fiscal year 2014–2015, that that 100 percent guarantee is going to extend to those years, then, if, in fact, they are not ready to go?

Mr. SZABO. I am not sure I follow the question, but, certainly, let me say this: Our job is to make sure that the grant agreement that we have with California is met. It is our obligation to enforce that. And, certainly, we are going to ensure that the terms of that agreement are adhered to.

Mr. LATHAM. But you have a 100 percent guarantee for fiscal year 2013. You are paying—Federal share is 100 percent for this year.

Mr. SZABO. Again, I am not sure I understand your question, Chairman, but—

Mr. LATHAM. It is your agreement with them.

Mr. SZABO [continuing]. Again, the approach that we are using, there is nothing unique or unusual about it. In fact, it is the encouraged practice in some of the other modes in cases of this na-

ture. It is often used. I don't believe it is the first time we have done it in FRA.

You know, so, yes, it was a different approach from what our original grant agreement said. But based on the fact that it saves \$100 million to \$150 million and is widely used in other transportation modes, it was deemed to be the most appropriate step in going forward. It is about saving costs inside the project.

Mr. LATHAM. The California project's business plan assumes Federal funding for the project of \$2.2 billion per year in fiscal year 2015 and again in 2016 and again in 2017, rising to \$3 billion per year thereafter.

If next year Congress enacts its 2015 appropriation and authorization agenda and the amount provided for the new high-speed rail projects in 2015 is the same as it was in 2011, 2012, and 2013, which is zero, do you have a contingency plan in place to assist California for an orderly wind-down—if you need to shut down the project?

Mr. SZABO. Well, I would certainly hope, in its wisdom, Congress will understand the need to move forward with making rail a viable transportation mode and putting it on parity with highways, aviation, and transit. And so I would hope Congress, in its wisdom, would choose to move forward with an approach to where States and regions can plan and execute with certainty in meeting the traveling public's transportation needs.

Under the grant agreement with California high-speed rail, we have carved it up into pieces to, again, ensure that there are immediate transportation benefits for each and every piece that gets built, to ensure that there is always a return to the public.

Now, it would be a crying shame if the people of California aren't able to reap the full benefits and efficiencies that come out of the build-out of that entire system, but our contingency is to make sure that at least each piece that gets built has functionality.

Mr. LATHAM. You know, you are fully aware that the funding has been zero. You are still spending stimulus money.

Mr. SZABO. Well, we have allocated—we have, you know, allocated all of our dollars, and, you know, good projects continue to be built out. There is about \$3.6 billion in projects that are either complete, under construction, or set to go into construction. Next 2 years are going to be our biggest construction years on record.

And so, you know, again, this is about ensuring a pipeline of projects, allowing States and regions certainty, the ability to do good planning. You know, we have been building highways for 80 years now. State DOTs are good at it. They always have a supply of projects on the shelf as dollars become available.

For rail to reach, you know, reach the—the level that it has to reach in helping eliminate congestion, reducing fuel consumption, improving air quality, and being part of a balanced transportation network, it has to be put on parity with the other transportation modes.

Mr. LATHAM. Back in October of 2009, the California authority stated in its application form that it would address the STB jurisdiction issue. And it seems pretty clear that the authority has known of the need to address the question, yet waited till the last minute to properly request the determination as to the jurisdiction.

And the DOT has not properly ensured the authority's compliance, at this point.

What conversations or communications, oversight actions have you had with the authority over the past 4 years to ensure that they comply with the construction licensing authority?

Mr. SZABO. Well, I think it is important to note that never at any time were they in noncompliance of our agreement. And so, you know, it is——

Mr. LATHAM. They need it to go forward.

Mr. SZABO. And it is a matter of timing. But certainly there was never, ever, ever, sir, a point where they were in noncompliance. And so it is a matter of timing of when they felt it was appropriate for them to move forward with applying to the STB.

Certainly, we believe that sooner is better than later. But the important thing is that we do not view the filing or the decision of the STB as a significant risk to the project or a significant risk for delay. As I mentioned, California is moving forward with land acquisition now, as we speak. And so there are several things that they are going to be able to continue to do concurrently with engineering, acquisition, as they await a ruling from the STB on construction.

Mr. LATHAM. Apparently, Congressman Denham had to write a letter to remind them that they needed authority. And they are asking for an expedited review.

Mr. SZABO. They were aware that they needed authority. So, again, it is just a matter of timing, a matter of timing of when they chose to apply.

Mr. LATHAM. But they have known for 4 years they had to do it.

Mr. SZABO. Yeah, and we have known.

Mr. LATHAM. And they waited till the very last second to do it.

Mr. SZABO. It is matter of timing. I mean, again, it is——

Mr. LATHAM. Okay.

Do you have any other questions, Mr. Pastor?

Mr. PASTOR. No, Mr. Chairman.

Mr. LATHAM. If not, we will, I am sure, be submitting some questions for the record.

[The information follows:]

Questions for the Record
Submitted by Rep. Herrera Beutler
THUD Hearing: Federal Rail Administration
April 25th, 2013

1. MAP-21 made great strides in streamlining the NEPA process, which will save money and decrease project completion time. Unfortunately, due to a lack of a rail title these streamlining measures do not extend to rail. Would you support similar streamlining efforts for rail infrastructure, and what impact do you believe the savings would have on the agency's budget and the nation's ability to complete projects?

Response:

Some MAP-21 provisions are broadly applicable to include coverage of rail projects. FRA would be pleased to work with Congress to consider other appropriate streamlining proposals. Any budgetary impact from NEPA efficiencies would result from project development cost savings and would allow more funds to be spent on construction. Efficiencies of this nature could save some project planning time and could allow FRA staff to devote more support to rail project refinement that would enhance outcomes.

2. How does FRA work with other USDOT agencies, such as FHWA, on environmental compliance when projects have multiple agency participation?

Response:

FRA follows CEQ NEPA regulations that call for identification of a lead Federal agency. Other Federal agencies can serve as a cooperating agency or in limited circumstances as a joint-lead agency. FRA serves as the lead agency for some projects and for those led by FHWA or FTA, FRA typically serves as a cooperating agency. DOT operating administrations coordinate project planning and review where joint investments and joint benefits are expected. Multi-modal coordination among DOT operating administrations is evident on projects across the country, such as Denver Union Station and the CREATE program in Chicago.

3. What role do you see the Railroad Rehabilitation & Improvement Financing (RRIF) loan program playing in addressing strategic national freight system needs?

Response:

As described in FRA's FY 2014 budget request, FRA is interested in working with Congress on rail reauthorization proposals for the RRIF program that improve project and program administration, as well as to better integrate the program with the goals and objectives of the proposed National High-Performance Rail System (NHPRS). The goal of the NHPRS is to improve both passenger and freight rail networks, with a particular focus on increasing the share of intermodal goods that are transported by freight rail. The RRIF program will continue to play an important role in achieving these goals.

FRA works to ensure that all financial assistance programs (both grants and loans) work together in a cohesive and comprehensive fashion, improving the Nation's passenger and freight rail networks through an integrated investment portfolio. FRA will work with Congress on RRIF-related reauthorization proposals aimed at increasing the use of the authorized amounts under this program to address the nation's freight needs through potential changes to eligibility requirements, application processes, administrative provisions, technical assistance, or other program elements, consistent with the priorities set forth in Section 502(c) of Title V of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended.

4. How does FRA plan to participate in the more integrated multi-modal national freight strategy? How will national rail corridors be supported through the strategy?

Response:

In August 2012, the Secretary announced the formation of the Freight Policy Council, which will focus on improving the national freight network. The Council, which will be chaired by the Deputy Secretary, brings together DOT leadership from highways, rail, ports, and airports, as well as others, into a coordinated multimodal initiative that focuses on freight and cross-modal solutions. As Administrator of the Federal Railroad Administration, I am a member of the Council. Part of the Council's business will be the implementation of the freight provisions of MAP-21. The Secretary and Deputy Secretary stated that we will take a systems approach in meeting our freight transportation needs.

In addition, on May 30, the Secretary announced the members of the newly formed National Freight Advisory Committee. This diverse group will advise and make recommendations to the Secretary aimed at improving our freight transportation system.

These initiatives represent a multimodal approach in developing the National Freight Strategic Plan. FRA has played a major role ensuring that rail is a part of the multimodal conversation and will continue to play a role as we move forward in implementing MAP-21. The Freight Policy Council and the National Freight Advisory Committee will recommend strategies on how best to support our freight corridors, which include rail.

FRA has also taken the lead on TIGER projects that require intermodal coordination and strengthen intermodal teams, including the Tower 55 project, a major rail chokepoint that upon completion will reduce rail congestion for both passenger and freight as well as improve the highway/rail interface by replacing at grade crossings in some cases with underpasses. Idling trains waiting to clear this chokepoint block traffic and create highway congestion at these crossings. In addition, a small but important project is the Oklahoma Freight Rail Upgrade. This project improves a rail line in Oklahoma to move crude oil from the developing oil fields of the Anadarko Basin, to connect with the pipeline in Cushing, OK. Crude oil at the fields is trucked to the railroad, where it is then loaded onto rail tank cars, then transported to Cushing, where it will go into the pipeline to the Gulf coast.

Question for the Record**Submitted by Rep. David Joyce****Federal Railroad Administration FY 2014 Budget Request**

Question: As you know, the Rail Safety Improvement Act of 2008 established a completion date for the installation of Positive Train Control systems by December 31, 2015, but most railroads will likely not be able to complete full implementation by this date. Can you walk me through the challenges that railroads are facing as Positive Train Control is implemented?

Answer: The challenges listed below are explained in further detail in FRA's August 2012 Report to Congress, "Positive Train Control: Implementation Status, Issues, and Impacts." I have included a copy of the report in my response for your reference. As stated on page 1 of the report:

The technical obstacles that have been identified to date fall into seven different categories:

- Communications Spectrum Availability
- Radio Availability
- Design Specification Availability
- Back Office Server and Dispatch System Availability
- Track Database Verification
- Installation Engineering
- Reliability and Availability

The programmatic obstacles fall into two categories:

- Budgeting and Contracting
- Stakeholder Availability

To date, railroads have raised and expended more than \$1.5 billion of private capital to try and resolve these issues. The Federal Government has distributed \$50 million through the Railroad Safety Technology Grant Program. PTC implementation is also an eligible activity for grants to Amtrak and commuter railroads under the FRA's FY14 budget proposal.

**Congresswoman Chellie Pingree
Questions for the Record
April 25, 2013**

**Transportation, Housing and Urban Development Subcommittee
Hearing on Federal Railroad Administration**

**Development and Current Status of Section 209 of the
Passenger Rail Investment and Improvement Act (PRIIA) Pricing Policy**

Under Section 209 of PRIIA, Congress set in motion a collaborative process between Amtrak and the States operating state corridor routes within Amtrak's intercity passenger rail network to set a single, nation-wide pricing policy for operating and capital costs. Amtrak is in ongoing discussions with a working group appointed by the States for Passenger Rail and the AASHTO Standing Committee on Rail Transport, agreeing recently on a methodology for implementing the cost sharing regime beginning on October 1, 2013. Over the course of these discussions, Amtrak has been using historical data to estimate each State's share of the costs to be assessed using this new methodology over the course of these discussions. However, Amtrak provided forecasts of each State's share of operating and capital costs for the first time on Friday, April 19, 2013, and in most cases those forecasts were significantly higher than Amtrak's prior historically based cost estimates. After reviewing that communication, I find the detail provided to account for the increase inadequate.

Pingree Q1: Has your department taken any action with respect to this letter? Do you agree with the accuracy of that forecast? Are the forecasted amounts consistent with Amtrak's FY14 budget request? Can your department provide a more detailed accounting for the increase? If not, can you direct Amtrak to provide that accounting to the States?

Response: FRA is committed to the success of State corridors, which are a critical element of the national passenger rail network. FRA is coordinating closely with Amtrak and the affected States as all parties move toward fully implementing Section 209 in FY 2014. In fact, FRA's FY14 budget proposal includes transition assistance for States to phase in their financial responsibilities for their corridors. FRA believes that while this is a complex and difficult transition, it is progressing in a collaborative manner with a high likelihood of successful implementation.

Since Amtrak provided operating and capital cost forecasts for FY 2014 service in April, FRA, Amtrak, and a representative group of State rail agencies—known as the “States Working Group”—have met twice to identify a path toward resolving outstanding concerns and completing contracts for FY 2014 service. As a result of these meetings, Amtrak and the States reached agreement on several of these issues and on revisiting other issues later in the process. Amtrak has now provided revised cost forecasts incorporating agreed-upon adjustments. As a further outcome of these

meetings, Amtrak has committed to meeting with each State individually to review the cost forecasts in detail and make necessary adjustments as they are identified.

FRA recognizes the value of establishing consistent standards for cost forecasts and regular corridor cost and performance reporting for both State corridors and long-distance routes. For this reason, FRA is prepared to assist the States and Amtrak with developing more transparent and mutually-agreeable forecasts and reports with the intention of incorporating lessons learned from this initial transition year and better meeting Amtrak's customers' needs in future cycles.

Pingree Q2: I understand that this process has been collaborative thus far, and yet in last Friday's letter, Amtrak essentially issued an ultimatum, writing that in the event an affected state: "is not able to provide the funding required under the Section 209 methodology, and/or does not execute an agreement with Amtrak consistent with the requirements of Section 209, Amtrak intends to discontinue" the relevant State Corridor line. Was this an appropriate statement for Amtrak to issue in light of its increased forecast? Would it be more constructive in your view to continue discussions over the forecast to allow a fuller understanding of the increase before stating the intent to discontinue service?

Response: Amtrak's April letters to the governors of 209-affected States fulfills the statutory requirement of 49 U.S.C. 24706(a), which requires Amtrak to provide 180 days' notice before discontinuing service over a route. If Amtrak and any State are unable to reach an agreement before FY 2014 begins on October 1, then Amtrak would need to prepare for the possibility of discontinuing that State's service(s).

FRA agrees that the States and Amtrak should continue discussions over the cost forecasts and contract provisions, and this is in fact occurring. As written in the notices, "Amtrak is committed to working with your State's rail office...in order to avoid discontinuing the service." FRA has observed Amtrak's adherence to this commitment after issuing these notices, and we intend to stay closely engaged throughout the transition process to ensure continued cooperation and successful resolution of the remaining challenges.

Mr. LATHAM. I appreciate very much your testimony today. Look forward to working with you. We have a lot of challenges, obviously. We would love to see the reauthorization proposal so we could fill in some blanks as to what we need to do.

But, with that, again, thank you for your testimony, and the committee is adjourned.

Mr. SZABO. Thank you, Mr. Chairman.

Mr. LATHAM. Thank you.

OUTSIDE WITNESS TESTIMONY

Statement of the Institute of Makers of Explosives

Submitted by

Cynthia Hilton

Executive Vice President

chilton@ime.org

For the Subcommittee on Transportation, Housing and Urban Development and Related Agencies
U.S. House of Representatives

FY 2014 Federal Motor Carrier Safety Administration Budget Request

Interest of the IME

The IME is the safety and security association of the commercial explosives industry. Commercial explosives underpin the economy. They are essential to energy production, construction, demolition, and the manufacture of any metal/mineral product. Explosives are transported and used in every state. The ability to transport and distribute these products safely and securely is critical to this industry. At some point, virtually all explosives are transported by truck. Among these explosives are products classed as Division 1.1, 1.2, 1.3 and 1.5 materials, which with other select hazardous materials, may only be transported by motor carriers holding a “hazardous materials safety permit” (HMSP) issued by FMCSA. According to program data, carriers of explosives make up the largest segment, roughly half, of the universe of HMSP holders.

Our industry has maintained an exceptional safety record for decades. According to the Hazardous Materials Information System (HMIS), no deaths have been attributed to commercial explosives since the Department of Transportation began collecting data in the 1970s. Despite the safety record of our industry, we have members who struggle when it comes to maintaining their HMSP qualification.

Implementation Issues

HMSP holders failed to appreciate the full impact of the disqualifying out-of-service (OOS) thresholds when FMCSA finalized the HMSP rule in 2004. First, the preamble and the regulatory text set forth in the 2003 proposal, as well as the preamble to the HMSP final rule, describes the agency’s intent to issue HMSPs to motor carriers with a “satisfactory” safety rating.¹ Those without a satisfactory safety rating would be eligible for a temporary HMSP if they have “a crash rate in the top 30 percent of the national average, or a driver, vehicle, hazardous materials, or total [OOS] rate in the top 30 percent of the national average.” (Emphasis added.) Second, the “or total” OOS rate suggested that the 30 percent national average disqualification would, in the aggregate, disqualify only 30 percent of carriers. As FMCSA has implemented this program, however, these were not the standards that a carrier could rely on to obtain a permit. Instead, all carriers must perform to the OOS standard, irrespective of their safety rating.

Since the HMSP program’s inception in 2005, we have urged FMCSA, in meetings, letters, and petitions, to relook at this program and make needed reforms. Over these eight years, the

¹ 68 FR 49737, 49752 & 49753 (August 19, 2003); 69 FR 39367, 39352 (June 30, 2004).

HMSP program has been plagued by administrative missteps including double counting OOS inspections and thousands of erroneous denials of applications. Last year, FMCSA provided “interim” relief by “fixing” the OOS disqualification rates. Prior to the “fix”, disqualification rates were recalculated every two years, thereby exposing carriers to the risk of losing their permits simply because they were being judged against a different universe of carriers at a particular point in time. Still, questions remain unanswered about the statistical basis used by FMCSA to calculate the program’s most critical criterion, the hazmat OOS rate. We have documented the inherent unfairness of a system that relies on OOS rates. Selection criteria for roadside inspections is not random (nor should it be given limited resources), which is to say that carriers do not have equal opportunity to amass “clean” inspections. Not all OOS violations are crash-causal, and some are inherently biased by personal judgment. Further, the methodology used to determine “significance” of the inspection data lacks statistical confidence. We do not object to a public policy requiring that motor carriers transporting hazmats be held to higher safety standards. However, we do object to the bias and uncertainty that the current HMSP program breeds, especially when the program has shown no nexus to safety enhancement.

Safety Benefits of the HMSP Unproven

FMCSA estimated that implementing the HMSP program would prevent seven hazmat truck-related crashes per year. The agency stated that the safety benefits derived from the projected crash reductions would be “large because of the number of conventional crashes that may be prevented.” This has not proved to be the case. The data generated after the eight years of the HMSP and during the eight years immediately preceding the implementation of the HMSP shows that HMSP holders are historically among the safest carriers on the road and that the program has had little impact on safety:

HMSP Material	1997-2004		2005-2012		All Hazmat Highway Incidents			
	Crashes	Fatalities	Crashes	Fatalities	1998-2004		2005-2011	
					Crashes	Fatalities	Crashes	Fatalities
Explosives (25 kg. 1.1, 1.2, 1.3 & placarded 1.5)	36	0	29	0				
RAM (HRCQ*)	16	0	19	0				
TIH	55	0	61	**1				
Methane	4	0	3	0				
TOTAL	111	0	112	1	2,461	85	2,448	81

Data from the Hazardous Materials Information System (HMIS), 3/11/2013.
* It may be that none of these crashes are highway route controlled quantities (HRCQ). From the data in HMIS, it was possible to eliminate some incidents that were clearly not HRCQ. Where there was doubt the incident was counted.
** Anhydrous ammonia (AA) intended for agricultural use.

For HMSP holders, this safety record highlights the need for an immediate reconsideration of the disqualifying standards that are threatening their livelihoods. Keep in mind that the vast majority of carriers subject to the HMSP are not long-haul, freight-all-kinds carriers. They serve niche markets that rely on local, often rural delivery, and require specialized equipment. As such, these carriers do not frequent routes with inspection stations. Once these carriers get

into trouble based on the non-random, often subjective OOS calls by inspectors, it is virtually impossible for these carriers to accrue sufficient “good” inspections to overcome the “bad.” For example, it is not uncommon for an HMSP holder to average 15 or fewer inspections in a year, but only inspection data from the 12 months prior to the expiration of the holder’s permit is counted, and only holders with at least three inspections are considered “statistically significant” for purposes of the OOS disqualifications. If two of the inspections in this timeframe result in an OOS², the carrier would need 28 “clean” inspections to requalify. The later into the 12-month qualification period that the second OOS occurs, the more unlikely it is that a carrier could recover. Consider that two similarly situated carriers each receive two OOS inspections, then one of the two obtains a third “clean” inspection. The carrier that received the clean inspection would lose its permit, the other would continue operating. Or consider that on any given day two similarly situated carriers could be “underwater”³ because of their current mix of OOS and clean inspections. However, because one carrier’s HMSP expires that day, that carrier loses its permit, while the other continues to operate.

These specialized carriers do not have the option to carry non-HMSP freight while working to requalify for a permit. The irony is that, when these carriers get into jeopardy, FMCSA does not routinely suspend or revoke the HMSP; rather carriers are allowed to operate until it is time to apply for renewal. The regulations allow for appeals when permits are suspended or revoked, but not if the carrier is applying for renewal. Under no circumstance may holders apply for a waiver of the OOS disqualification irrespective of their overall operational safety records.

Request for Expedited Relief

FMCSA accepted a petition for rulemaking from IME and other affected industry associations to reform the HMSP disqualification standards. While we are pleased that FMCSA has accepted our petition, we are disappointed that “the agency has determined that this rulemaking should not be initiated until the CSA Safety Fitness Determination (SFD) final rule is published, as it will be used as the basis for initiating this rule.”⁴ We would like to strongly suggest that the HMSP reform should take precedence over finalization of the SFD rulemaking, a rulemaking that has yet to be proposed. First, the HMSP program is being used now as the SFD standard for covered materials. Covered carriers that do not meet the contested HMSP standards may be shutdown. Non-HMSP carriers do not yet face this outcome. Second, the problematic HMSP disqualification standards are based on inspections and OOS determinations. These same metrics are expected to be the basis of the standards to be proposed in the SFD rulemaking. Third, the HMSP regulated community is very small relative to the universe of carriers that will be subject to the SFD. For these reasons, we believe FMCSA should immediately act to fix the HMSP disqualification standards and export that refined SDF model to the larger commercial trucking universe under CSA.

The agency’s reluctance to immediately address the shortcomings of the HMSP is particularly troubling because implicit in FMCSA’s plan to address by rulemaking many of the issues raised by industry is an acknowledgment of deficiencies with the current program. These deficiencies will persist over the intervening years between now and the time that they are resolved

² This assumes that the OOS citation was correctly issued. CSA experience shows that FMCSA’s “Data Q” process is overwhelmed and state ability and/or willingness to expend resources on these challenges is a growing concern.

³ Below the OOS disqualification threshold.

⁴ Letter to IME from FMCSA, November 14, 2011, page 1. (Emphasis added.)

through the promised HMSP rulemaking. Meanwhile, the controversy over the evolving SFD standards adds to the uncertainty and almost certainly means that it will be years until this “precursor” rule is finalized. The continuing adverse impacts to the HMSP community are undeserved.

While Congress tried to spur agency action by requiring that the agency consult with stakeholders and initiate rulemaking⁵, we are concerned that the agency will not move fast enough to prevent relatively good carriers from losing their HMSP and, as explained, being put out of business based on limited data anomalies. Safety is not enhanced when new and inexperienced carriers with no OOS history fill the void. We have asked FMCSA to immediately address these pressing concerns by issuing an interim final rule (IFR) to at least provide for an additional level of fitness review (ALFR) prior to the denial, revocation, or suspension of a safety permit until such time that the agency proceeds with the full rulemaking based on our petition. The ALFR would consider the safety management controls of the applicant or holder not just OOS violations rates, and it would provide the applicant or holder an opportunity to file a corrective action plan to address identified concerns.⁶ An ALFR would not overly burden the agency, as it would involve an examination of less than 100 HMSP holders annually. Further, this approach is consistent with the direction the agency is pursuing under the CSA initiative to focus compliance oversight on carriers needing the most improvement compared to their peers.

FMCSA told us in January that the agency was not willing to pursue a regulatory option as we have described because of resource limitations. Justice will not be served by inattention to these pressing concerns. The uncertainty of when FMCSA will be able to carry out the HMSP rulemaking coupled with the urgency for some action based on acknowledged program deficiencies compel us to ask the Subcommittee to deny funds to administer this program until FMCSA provides interim measures to ensure that HMSP holders are not denied permits based solely on the flawed disqualification standards in place now.

Conclusion

Congress envisioned a risk-based safety program for hazmat carriers. It gave FMCSA wide latitude to name the types and quantities of hazardous materials that should be covered by a HMSP. But, the agency has chosen to apply this authority only to the narrow list of statutorily mandated materials. History shows that carriers of these materials are not presenting the crash risk that the agency claims the HMSP will address. Neither IME nor its members object to public policy that holds hazmat carriers to a higher safety standard, which is the premise for the HMSP. We do object, however, to the current standards for disqualification. They are not risk-based and deny holders meaningful due process protection. Inspection frequency and outcome do not seem to correlate to crashes or fatalities. Thank you for your attention to these concerns.

March 25, 2013

⁵ “MAP-21” (P.L. 112-141), Section 33014.

⁶ This opportunity should not be available to applicants or holders that present an imminent hazard or evidence of a pattern willful and knowing non-compliance with safety regulations.

Statement of the Institute of Makers of Explosives
Submitted by
Cynthia Hilton
Executive Vice President
chilton@ime.org

For the Subcommittee on Transportation, Housing and Urban Development and Related Agencies
U.S. House of Representatives

FY 2014 PHMSA Budget Request for the Office of Hazardous Materials Safety

Interest of the IME

The IME is the safety and security association of the commercial explosives industry. Commercial explosives underpin the economy. They are essential to energy production, construction, demolition, and the manufacture of any metal/mineral product. Explosives are transported and used in every state. Additionally, our products are distributed worldwide, while some explosives must be imported because they are not manufactured in the United States. The ability to transport and distribute these products and to receive precursor chemicals safely and securely is critical to this industry.

Background

The production and distribution of hazardous materials is a trillion-dollar industry that employs millions of Americans. These materials contribute to America's quality of life, but if handled improperly, adverse consequences can result. The threat of intentional misuse of these materials also factors into public concern. To protect against these outcomes, the Secretary of Transportation (Secretary) is charged under the Hazardous Materials Transportation Act (HMTA) to "provide adequate protection" against these risks through regulation and enforcement.¹ The Secretary has delegated the HMTA authorities to various modal administrations, with primary regulatory authority resting in the Pipeline & Hazardous Materials Safety Administration (PHMSA).

PHMSA regulates hazmat transportation so closely that such materials may not be moved any distance, via any mode of transportation unless a DOT regulation, permit or approval authorizes the movement. Such close regulation makes efficient consideration of such authorizations critical to the industries and workers involved, as well as to the national defense, the security of our homeland, and the economy at large.

Budget Uncertainty

In the absence of the Administration's FY 2014 budget request, we are in uncharted territory in terms of our analysis of the President's budgetary priorities.² As of the date of this comment, Congress has provided a FY 2013 appropriation to PHMSA equal to its FY 2012 rate for

¹ 49 U.S.C. Chapter 51.

² The Budget Act requires that submission of the President's budget request by the first Monday in February. The current expectation is that the President's FY 2014 request will be released in April.

operations, less the 0.612 percent increase provided by P.L. 112-175. Under this scenario, PHMSA is looking at \$42.3 million for its hazmat program in FY 2013. This funding rate is consistent with the amount authorized for FY 2013 by MAP-21.³ As we look forward to FY 2014, MAP-21 provides a \$42.8 million authorization for PHMSA's hazmat programs. However, the government's budget situation does not improve. The agency's FY 2013 appropriations is still subject to a five percent decrease under a sequestration order if the President fails to reach agreement with Congress on an alternative, and we understand that the cap on non-emergency appropriations for FY 2014 will drop to \$966 billion, down from the cap of \$984 billion in FY 2013.

While there is uncertainty about the specifics of the administration's hazmat priorities for FY 2014, it should be a given that additional program growth is unlikely in the near future, and certainly for the coming fiscal year.⁴ Rather, we should be focusing the realignment of program priorities to ensure that the agency's core mission is sustained. With this perspective, we offer the following comments.

PHMSA's FY 2013 "User Fee" Budget Request

In these tight budgetary times, PHMSA may be tempted to repropose a "user fee" on certain agency activities as it did last fiscal year. We commend both the authorizing and appropriating committees of Congress for rejecting this request last year, and urge similar restraint, if user fees are again proposed.

PHMSA's Hazmat Program Is a Success: Rulemaking and Data Collection Priorities

As noted above, the HMTA requires that PHMSA's regulations be risk-based. The agency, in turn, measures the success of its hazmat safety program by the number of transportation-related deaths and "serious injuries" (i.e., hospitalizations) attributed to the hazardous materials. The agency acknowledges that these numbers "have declined an average of 4% every three years over the long term."⁵ This decline continued last year. Only 10 deaths, all due to human error, not a failure of a regulatory standard, were attributed to hazardous materials. None, since the early 1970s, have been attributed to commercial explosives. This contrasts with thousands of deaths annually that result from crashes involving large trucks, for example.

This safety outcome suggests that PHMSA needs to focus on two core missions: rulemaking, including the timely issuance of approvals and permits, to keep commerce moving, and data collection and public access to the data. For example, we were very concerned that no new resources above baseline were requested last year to support rulemaking activity. MAP-21 makes clear that rulemaking, including accelerating the incorporation of special permits into the HMR, is a priority. PHMSA needs to maintain resources to remain active in international standard-setting forums to ensure that U.S. rules are consistent to keep American goods moving in the global marketplace. PHMSA's ability to collect incident data is critical to stakeholder's ability to understand and learn from incidents. Additionally, the agency's efforts to enhance the online availability of incident data, rulemakings, and the timeliness of processing applications for

³ PL 112-141.

⁴ PHMSA's hazmat budget has increased by about \$10 million, a 30% rate of growth, in the last three fiscal years.

⁵ FY 2013 PHMSA Budget Justification, page 3.

special permits and approvals should be commended and encouraged. Finally, we welcome the agency's efforts to improve communication and outreach with the regulated community.

Budgetary Issues to Consider

Staffing and Workload: The biggest expense in PHMSA's budget is manpower. The agency's output is the work product of its employees. Yet, PHMSA's budget requests have not provided baseline empirical workload metrics to judge agency performance or the merit of staffing requests. When information about program output is provided, it is prospective, not retrospective. Of additional concern, retirements and departures of seasoned staff have led to a loss of institutional knowledge. While there is a need for qualified chemists, engineers, and economists to fill this void, it appears that the agency is using scarce resources to build a "senior advisor" cadre for agency administrators.⁶ According to the Office of Personnel Management's 2012 Federal Employee Viewpoint Survey Results Hazmat, PHMSA ranked near the bottom of all government agencies, and the lowest of all DOT's safety administrations. Such results do not bode well for attracting and retaining the kind of expert staff that are needed to keep up with the agency's rulemaking and analytical needs.

Research & Development: Congress provides three-year monies to support a hazmat research and development (R&D) function within PHMSA, with a mission to study and evaluate emerging hazardous materials safety issues and technologies. So far, no FY 2011, 2012, or 2013 funds have been obligated. It does appear that PHMSA may be using some of these funds to create a Risk Management Framework (RMF).⁷ The RMF is supposed to establish incident probabilities through a set of fault and event trees of various hazmat shipping scenarios. The need to use scarce funds for such a framework is questionable given that four times as many deaths in the U.S. are caused by lightning strikes than hazmat incidents. There is concern that the RMF may lead to unnecessary over-regulation of hazmat that would threaten U.S. jobs while attaining no measurable safety benefit. At the same time, there is a pressing need to develop uniform performance standards for training hazardous materials inspectors. Congress agrees and directed PHMSA to produce these standards by April 2014. This initiative is deserving of support.

Grants Programs (GP): PHMSA operates three GPs – HMEP, HMIT, and SPST – funded by fees assessed on the hazardous materials community. We have long looked for evidence of program accomplishment and question the agency's claims about achievements ascribed to these programs. In 2005, Congress directed the agency to annually provide a detailed accounting of all grant expenditures.⁸ In the intervening seven years, the agency has released only one such report, and that report did not provide the retrospective accounting necessary to determine if grant recipients were using funds appropriately.⁹ This year, PHMSA proposed that Congress eliminate this report saying that staff time used to prepare this report outweighs its benefit.¹⁰

⁶ <https://www.usajobs.gov/GetJob/ViewDetails/339410400> & <https://www.usajobs.gov/GetJob/ViewDetails/339410600> (March 15, 2013). These positions are in addition to other front office staffing added during the agency's 2010 reorganization. Approximately 25% of staff are now senior level grades (GS-14, GS-15, and SES); yet, few are for professional series positions. Despite the new positions, hazmat safety has not seen statistically significant improvement.

⁷ In FY 2010, \$447,000 was awarded to BayFirst, LLC for this purpose, about 30% of the year's R&D budget, and there is a placeholder for BayFirst to receive additional FY 2011 funds.

⁸ 49 U.S.C. 5116(k).

⁹ http://phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/Files/Report_to_Congress_HMEP_Grants_Program_2005_2006.pdf

¹⁰ The Government Performance and Results Act (GPRA) Modernization Act of 2010 invites Federal agencies to identify for elimination or consolidation. http://www.performance.gov/sites/default/files/tmp/List_of_Reports_Required_by_P_L%20111-352.xls.

The lack of GP transparency and accountability prompted an audit by the Office of Inspector General last year. The audit found systemic mismanagement and misuse of grant funds.¹¹ PHMSA has still not made its FY 2012 grant awards to applicants under the HMIT and SPST programs. We believe the funds for the SPST program are forfeit because this program is not protected by the HMTA provision that funds remain available “without further appropriation.”¹² Whether or not PHMSA can release these FY 2012 funds, grantees now have six months or less, rather than a year, to spend the funds, which does not bode well for effective use of these monies. These programs warrant increased oversight by the Subcommittee.

Conclusion

The Subcommittee needs to make difficult decisions about where to save scarce federal resources. We recommend that the Subcommittee review new front office staff allocations, and ensure that the agency has a plan to replace lost expertise in its rank and file. Additional oversight of PHMSA’s hazmat R&D and grants programs also is warranted. PHMSA should redirect resources to enhance its information technology and rulemaking capacities. These services are needed by the hazmat community, given PHMSA’s close regulatory scheme, to enable the safe, secure and efficient movement of hazardous materials critical to the economy.

March 25, 2013

¹¹ OIG, DOT, AV-2012-040, January 12, 2012.

¹² 49 U.S.C. 5116(i).



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Statement of
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 to the
 United States House of Representatives
 Committee on Appropriations
 Subcommittee on Transportation, Housing and Urban Development and Related Agencies
 Regarding the
 Federal Transit Administration of the Department of Transportation
 April 17, 2013
 Contact: Jennifer Dexter, Easter Seals
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Thank you for this opportunity to submit testimony on behalf of Easter Seals about two collaborative partnerships we administer with the Federal Transit Administration. We appreciate the strong support of the Subcommittee over the years and look forward to continuing to work to increase the mobility of people with disabilities and older adults.

About Project ACTION:

People with disabilities rely on public transportation to travel to work and to access services, supports and entertainment in their communities. Recognizing the need to improve access to public transportation for people with disabilities, Congress in 1988 established a national technical assistance center called Project ACTION to partner with transportation providers, the disability community and others to promote universal access to transportation for people with disabilities. Congress recently reauthorized Project ACTION through the Moving Ahead for Progress in the 21st Century (MAP-21). Project ACTION is funded by the U.S. Department of Transportation's Federal Transit Administration (FTA) out of the standards development and technical assistance account. Easter Seals, Inc. won the competitive bid to manage Project ACTION for FTA.

Collaborating with Public Transit Operators to Increase Accessibility and Improve Services:

Project ACTION is the preeminent resource in the country for helping increase the mobility of people with disabilities. The project does an exemplary job of gathering and sharing best practices; providing technical assistance and training; facilitating strategic partnerships and community engagement to support the development and coordination of transportation options; developing and disseminating information, including the use of web-based and social media vehicles; and administering demonstration grants.

Project ACTION'S accomplishments include:

- Creating a strong collaborative environment between the disability and transit community;

- Creating hundreds of useful guides, resources, tools and other resources on critical issues affecting mobility for people with disabilities and older adults that are available to transit providers, disabilities and the general public for free;
- Providing direct technical assistance to transit providers, people with disabilities and others through in-person, phone, online and other consultation;
- Creating and delivering direct training on critical mobility issues affecting people with disabilities, transit providers and community planners; and,
- Working with communities to help them plan and implement strategies to increase mobility.

Easter Seals Project ACTION Appropriations Priorities:

Easter Seals urges Congress to support the mobility needs of people with disabilities and older adults (through the National Center on Senior Transportation) to address significant unmet needs, such as addressing the coming increase in need for accessible transportation options as baby boomers age and integrating transportation technology advances to increase transportation mobility and access.

- *Include report language in the fiscal year 2014 transportation appropriations bill providing no less than \$3 million for Project ACTION and no less than \$1 million for the National Center on Senior Transportation within the Technical Assistance and Standards Setting account at the Federal Transit Administration.*

About the National Center on Senior Transportation:

Older adults rely on public transportation to travel to work and to access services, supports and entertainment in their communities. Recognizing the need to improve access to public transportation for older adults, Congress authorized the National Center on Senior Transportation (NCST) in 2005 as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Congress reauthorized the program in 2012 as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in the standards development and technical assistance account.

With funding from the U.S. Department of Transportation, Federal Transit Administration, NCST was launched in 2006 and has been administered by Easter Seals, Inc. in partnership with the National Association of Area Agencies on Aging (n4a) ever since. In April 2012, the Federal Transit Administration once again selected Easter Seals, Inc. and n4a to administer. From the Center's inception, a national steering committee of experts in senior transportation issues has advised NCST on issues in aging and transportation and ways to achieve NCST's goals.

Collaborating with Communities to Increase Independence and Improve Services:

The National Center on Senior Transportation's mission is to increase transportation options for older adults and enhance their ability to live more independently within their communities throughout the United States. NCST achieves this mission by gathering and sharing best practices; providing technical assistance and training; facilitating strategic partnerships and community engagement to support the development and coordination of senior transportation options; developing and disseminating information; and administering demonstration grants.

The Center has a strong commitment to promoting innovations at the community level and has provided funding and technical assistance to support a number of specific projects across the U.S. Working with individual communities, the NCST identifies effective and creative approaches for addressing the challenges that impact transportation services for older Americans. The NCST strives to bring together the aging, human service, and transportation providers to create solutions. Our work supports the full "family" of older adult transportation services, including programs using volunteers both to driver and to accompany older adults to their destinations,

travel training and orientation promoting increased use of public transit, older driver safety, education for caregivers, coordinated planning efforts and much more.

National Center on Senior Transportation Appropriations Priorities:

Easter Seals urges Congress to support the mobility needs of older adults and people with disabilities (through Easter Seals Project ACTION) to address significant unmet needs, such as addressing the coming increase in need for accessible transportation options as baby boomers age and integrating transportation technology advances to increase transportation mobility and access.

- *Include report language in the fiscal year 2014 transportation appropriations bill providing no less than \$3 million for Project ACTION and no less than \$1 million for the National Center on Senior Transportation within the Technical Assistance and Standards Setting account at the Federal Transit Administration.*



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April 22, 2013

The Honorable Tom Latham
Chair
House Appropriations Subcommittee on
Transportation, HUD and Related Agencies
2217 Rayburn HOB
Washington, DC 20515

The Honorable Ed Pastor
Ranking Member
House Appropriations Subcommittee on
Transportation, HUD and Related Agencies
1111 Longworth HOB
Washington, DC 2015

Dear Chairman Latham and Ranking Member Pastor:

Thank you for the opportunity to submit outside testimony to the House Appropriations Subcommittee on Transportation, HUD and Related Agencies in regard to FY 2014 Transportation Appropriations. My name is John Wisniewski. I am the Deputy Speaker of the New Jersey State Assembly, and I am Chair of the Council of State Governments, Eastern Regional Conference's Transportation Policy Committee (CSG-ERC). It is in this capacity that I submit this testimony.

CSG is a national organization of the states and U.S. Territories. The member states of the Eastern Region of CSG stretch from Maine to Maryland and include Puerto Rico and the U.S. Virgin Islands. ERC international associate members also include five Eastern Canadian Provinces. Our region is a critical economic engine for the nation. Congress's difficult task of achieving long-term economic recovery requires funding programs with high rates of social and economic return. Further, I believe that adequate funding for our aging and over-burdened transportation infrastructure is an investment rather than an expense.

As an organization comprised of state officials, we understand that budgets are constrained at all levels of government, and we most certainly recognize the incredible fiscal challenges faced by Congress. With this in mind, we would like to highlight some of the programs which we believe will enhance the transportation infrastructure in our region, and, ultimately, the nation, and which we believe will promote a safe, secure, reliable, and environmentally sound transportation system, while improving our economy and creating sustainable jobs for the region and beyond.

CSG-ERC supports the MAP-21 authorized levels of funding for both the federal-aid highway program and the federal transit program. Within these two programs, we would call your attention to the value of:

1. Utilizing a portion of the highway research funds for a series of mileage-based user fee deployment tests. While we continue to strongly support the use of the excise tax on motor fuels as the principle means of transportation capital and operations, we recognize the increasing limits on these funds. A highly structured, carefully planned, and conducted set of tests will add to the understanding of the possibilities for this tool. More specifically, a test of the multi-jurisdictional capacity of the strategy would be most helpful; careful examination of "back office" business practices would also add value to knowledge and understanding of the administrative and organizational aspects of mileage based user fees.

2. Emphasizing in highway, bridge and transit programs, extreme weather retrofitting of existing facilities. Recent extreme weather in the Northeast and around the Nation has painfully demonstrated how fragile our infrastructure is and how much we depend upon it. These concerns are equally critical in Puerto Rico and the Virgin Islands.

3. The President's proposed budget recommended immediate funding for border infrastructure. We completely agree. Canada is our largest trading partner. The efficient flow of people and goods across the border is vital to the social and economic health of our region. Travel, trade, and tourism all rely on improved infrastructure.

Additionally:

I support the prompt implementation of the TIFIA program as provided for in MAP-21. I support funding in the amount of \$500 million for the TIGER program. This program has funded an array of critical projects. I would urge again, this year, that the emphasis be placed on awards based on a rigorous benefit-cost analysis. Further, a balance between rural, suburban and metro projects reflects the rich diversity of the nation and its varied needs.

I believe that intercity passenger rail plays a critical role in the region's transportation network; the recent increases in federal funds for this critical mode have had a significant impact on the performance and reliability of the system.

The Northeast Corridor (NEC), serving as essentially an extra two lanes on I-95, is the main street of the region. Many segments of the NEC are already at capacity, especially during peak periods. Furthermore, NEC rail ridership is projected to increase by over 50% by 2040. Penn Station in New York, for example, is the busiest place in the Amtrak system and is the best example of the challenges faced at various locations along the NEC. At rush hour, trains move through the underwater tunnels between New Jersey and Manhattan on 120 second headways. This means that the slightest delay can trigger backups on the whole network. There is literally no spare infrastructure capacity, and the only way to acquire more is to add two more tracks to the NEC across the New Jersey Meadowlands and another set of tunnels under the Hudson River.

To address this issue of capacity into New York, Amtrak created the "Gateway Program" which is the single most important investment needed to unlock the capacity constraints on the NEC, and the many states it serves for the next generation. When implemented, the Gateway project will bring additional capacity to the spot where it's needed the most – the bottleneck between Newark and New York Penn Station. This project is truly one of national significance and should be treated as such.

Today, that segment of the NEC is a double track line that serves Manhattan through a pair of underwater tunnels built in 1910. These are among the same tunnels that filled with over 13 million gallons of salt water during Super Storm Sandy, shutting down service on the Northeast Corridor for nearly a week, and underscoring the importance of adding critical redundancy to this central chokepoint on the corridor. Adding two new tracks and tunnels from Newark to serve an expanded Penn Station, and the future Moynihan Station is essential to reliably support the roughly 450 trains that use the current tunnels today, and to permit future growth across the entire corridor.

For the Gateway Program, we support Amtrak's funding request of \$167M in FY 2014 to start the Portal Bridge construction, and to do related track work, and advance PE/NEPA.

Additionally, along the NEC, we urge that such sums as may be necessary be provided to two other key infrastructure projects: (1) Baltimore Tunnel; (2) Susquehanna Bridges.

I greatly respect the efforts of the Federal Railroad Administration (FRA) to explore the future of the Corridor. I strongly encourage the subcommittee to provide \$25 million for the FRA's environment and planning efforts.

In addition, I recommend that:

1. PRIIA Sections 301, 302, and 501 be funded at \$500 million. With no earmarks, and an emphasis on "readiness to proceed," the money should be awarded competitively, and must be spent promptly.
2. PRIIA Section 305 called for the establishment of the Next Generation Corridor Equipment Pool Committee (NGEC) "...to design, develop specifications for, and procure standardized next-generation corridor equipment." Since its inception in January of 2010, the NGEC has developed, adopted, and promulgated five specifications for next generation rail equipment, and has initiated a ground-breaking multi-state procurement for next generation bi-level passenger rail cars. A second multi-state procurement is currently underway for the manufacture of diesel-electric locomotives. By providing publicly available standardized specifications, the NGEC has created a common platform from which multiple states can procure rail equipment. The standardized specifications make it possible to buy equipment faster, at a lower cost, and with lower future costs relating to maintenance, rebuilding, and the purchase of additional equipment.
3. NGEC-developed specifications, available to all competitors in the rail equipment marketplace, will mean that equipment procured will expand employment opportunities in the U.S. domestic production, supply, and manufacturing industries. Therefore, I recommend that

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April 22, 2013
Page Four

this highly successful effort should receive \$1 million to continue to build on the foundation it has established.

4. Rail Line Relocation has assisted rural communities in meeting safety and operational challenges. I recommend that this program receive \$25 million.

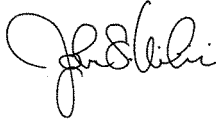
5. The implementation of positive train control (PTC) is a daunting task for all concerned. I would hope that Congress could provide \$100 million to assist in this vital effort.

I also believe that a portion of rail research should be directed toward projects that assist the intercity passenger rail system in dealing with severe weather.

Again, I am very much aware of Congress' larger responsibility to balance long-term infrastructure investment with scarce financial resources. However, I believe it is vital that we do not under invest in the nation's transportation system; doing so will seriously limit the nation's ability to compete in the global marketplace, while also having a negative impact on safety, security and mobility.

Thank you for this opportunity to provide you with our comments, and for your continued support.

Respectfully,



Assemblyman John Wisniewski, New Jersey
Deputy Speaker
Chair, CSG-ERC Transportation Committee



Written Testimony of Timothy G. Kaiser
Executive Director
Public Housing Authorities Directors Association (PHADA)

Submitted to the U.S. House of Representatives
THUD Appropriations Subcommittee
April 25, 2013

Thank you for the opportunity to comment on the Administration’s proposed FY2014 HUD budget. After successive years of funding prorations, offsets and sequestration, PHADA and its nearly 2,000 public housing leaders want to impress upon Congress the urgent need for: 1) reliable, adequate funding, and 2) programmatic flexibility that lightens the costly regulatory burden on agencies.

In brief, the FY 2014 funding needs are as follow:

FY2014 THUD Budget for Public Housing Programs		
	Actual Need	Administration’s Budget
PH Operating Fund	\$5.15 B	\$4.60 B (90% of need)
PH Capital Fund	\$5.07 B	\$2.00 B (½ of annual accrual need)
HCV Vouchers	\$18.40 B	\$17.97 B
HCV Administrative Fee	\$1.96 B	\$1.69 B (limits voucher usage)
HOPE VI/CNI	\$300 million	\$400 million

Background
PHADA is a membership organization that represents the federal funding and policy interests of more than 1,900 housing authority executive directors in communities throughout the United States. Our members provide decent, safe and secure housing on a daily basis to approximately 1.2 million low-income households. Public housing is

community-owned housing and our members serve communities that range from small towns, rural communities, suburbs and major cities. More than 1,250 PHADA member agencies operate 250 or fewer public housing units. Others members manage larger agencies, some with units that number in the thousands and tens of thousands.

For decades, public housing has been sustained by a three-part arrangement between local communities, the federal government and low-income households. Each contributes to the success of public housing in over 3,000 communities. First, local communities provide the physical housing assets, professional management and unpaid boards of commissioners. Second, low-income households contribute approximately one third of their income toward rent and utilities. This rent revenue collectively produces about \$3 billion annually toward the operation of public housing. And finally, the federal government serves in two capacities – it provides subsidy and it monitors the use of those subsidy dollars. The HUD budget fills the funding gap between the tenant-generated revenues and the actual costs of operating public housing. In recent years Congress has failed to meet its commitment to communities across the country and to their low-income residents. The Public Housing Operating Fund has only been fully funded twice in the last decade.

Today's funding environment

Current funding proposals continue to challenge public housing authorities. Federal funding has also been flat or sharply reduced in the other programs run by housing authorities including the Public Housing Capital Fund, the Housing Choice Voucher and the HCV administrative fee. These reductions in funding have been particularly difficult and painful because they did not come with a corresponding reduction in regulatory burden that agencies carry. In spite of fewer dollars, the HUD bureaucracy continues to set higher performance standards (PHAS [Public Housing Assessment System] and SEMAP [Section Eight Management Assessment Program], specifically), initiate new unfunded mandates and require new reports. PHADA members have long thought that chronic under funding should necessarily be paired with lower demands, more flexibility and moratoriums on new costly requirements.

Disparate funding levels

Additionally, community-owned housing continues to be under funded relative to other HUD rental assistance programs. Private owners of federally-assisted housing (PBRA) receive 35% more per/unit funding than units operated by public housing agencies. Publicly- and privately-assisted housing incur virtually identical operating costs, serve the same populations and both have long-term preservation needs. Private owners are fully funded each year while community-owned housing – public housing – receives far fewer dollars. This disparity ultimately results in fewer resources for residents of public housing, fewer funds to local economies and the deterioration of a finite community asset.

Administration's Budget

Public Housing Operating Fund

The Administration's FY2014 budget underfunds the Public Housing Operating Fund once again at \$4.6 billion or approximately a 90% proration of actual need. This funding level is \$638 million above the dismally low funding levels of FY2013 that also included a 5% reduction due to sequestration. Housing agencies require \$5.15 billion to adequately operate their housing inventories based on their funding formula eligibility. The FY2014 funding does not restore the funding baseline eroded by the deeply damaging operating reserves offset of \$750 million in 2012. That misdirected effort has now established an inordinately low baseline for the Operating Fund that might take years to correct.

Public Housing Capital Fund

Proposed spending for the Capital Fund is just \$2.0 billion – an amount that is approximately one half of the annually accrued capital needs of agencies. This means that the existing \$26 billion capital fund backlog will remain and continue to grow unabated. The backlog puts critically-needed housing units at risk of deterioration and could eventually cause them to be lost from the inventory. HUD suggests that the \$10 million included in the FY2014 budget for the Rental Assistance Demonstration (RAD) will help fill the Capital Fund void. There is concern that the unique RAD design and the severely under-resourced participating properties might not actually achieve the project-based assistance environment it envisions. Most public housing properties have significant capital needs now. Most cannot wait for a workable private-sector solution to be found, tested and funded.

Voucher Renewals & HCV Administrative Fee

Voucher renewals received \$17.97 billion or approximately a 98% funding proration. This level of funding assumes that all vouchers currently in use are funded. Full implementation of existing vouchers relies on an adequately funded Administrative Fee. The Administrative Fee pays directly for skilled professionals to perform a series of complex, labor-intensive tasks that are time-sensitive.

The Administration's budget recognizes that funding shortfalls in the Administrative Fee were causing severe problems at agencies. The proposed funding level for fees is \$1.69 billion or 82 cents of every dollar needed to operate the program. While this level of funding is a significant improvement, it signals another year of inadequate funding to struggling agencies. Many agencies that reduced staffing for the voucher program will be hesitant to rehire given the instability of funding, NRA offsets and other looming budget caps.

Symptomatic of the current funding disarray is the continuing stream of agencies that have had to turn over their entire voucher programs because they were no longer financially viable to operate. Other agencies have had to decline allocations of special needs vouchers like VASH. Uncertainty makes it difficult for agencies to plan, operate efficiently or make changes in high prescriptive HUD programs.

Addressing Critical Cost Drivers

PHADA strongly endorses a number of cost-saving or revenue-generating proposals included in the Administration's FY2012 budget proposal. Each of these proposals have widespread support among public housing agencies. And each would provide more resources to help agencies operate their programs without new or added costs to the federal government.

Expansion of Moving To Work (MTW) - The Administration's budget is silent on the scope and details of MTW expansion but this program would allow the kind of flexibility afforded to private sector owners. Existing MTW agencies have successfully demonstrated important ways for agencies to serve more families more efficiently with existing resources.

Op Fund/Cap Fund Fungibility – When one or both public housing programs are underfunded, as now, it is critically important that agencies can merge these funds as needed, to fund key functions, property needs and emergency situations.

Right-size Utility Allowance – This initiative can save significant costs by restricting payments of utility allowances to the size of units voucher holders qualify for rather than the size of the unit leased.

Biennial inspections – Provides biennial rather than annual inspections in the voucher programs to create significant cost savings. The provision also allows the acceptance of alternative inspections from other local, state or federal agencies.

Flat Rent Floor – Establishes a uniform flat rent floor for public housing that is 80% of the applicable fair market rent (FMR). This might generate additional revenue if households can afford and are willing to pay higher rent at that level. If higher income flat renters move out and are replaced by much lower income tenants it might raise subsidy costs.

Redefinition of Extremely Low-Income (ELI) – Allows agencies to use of the higher of two ELI definitions – the HHS published poverty guidelines per family size or 30% of Area Median Income (AMI).

Freezing the Utility Frozen Base – This simple initiative expands energy conservation on a broader scale and creates cost-savings for agencies. Savings are then available for other energy or capital improvements. All of these benefits are derived at no additional cost to the federal government

Salary caps

The Administration's budget elects to insert HUD into the board responsibilities at every housing authority in the country by establishing arbitrary and inappropriate salary limits based on salaries paid to federal employees. This heavy-handed meddling in local board actions around the hiring, firing and compensation of their executives is serious overreach and a solution looking for a problem. Recent and rare cases of excessive compensation have been resolved locally with the removal of the offenders.

PHADA appreciates the opportunity to submit testimony to the Subcommittee on key issues raised by the Administration's FY2014 HUD Budget. Public housing programs are experiencing a crisis in both their funding and policy needs. We look to Appropriators to help resolve this crisis by restoring predictable, reliable and adequate funding for these essential public housing programs in communities nationwide.

STATEMENT
OF THE
AMERICAN INDIAN HIGHER EDUCATION CONSORTIUM
SUBMITTED TO THE U.S. HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES
APRIL 25, 2013

This statement focuses on the Department of Housing and Urban Development (HUD).

On behalf of the nation's 37 Tribal Colleges and Universities (TCUs), which collectively are the American Indian Higher Education Consortium (AIHEC), thank you for the opportunity to express our views and recommendations regarding the Department of Housing and Urban Development Tribal Colleges and Universities' Program for Fiscal Year 2014 (FY 2014).

SUMMARY OF REQUESTS

Department of Housing and Urban Development (HUD): Beginning in Fiscal Year 2001, a TCU initiative had been administered by the HUD-Office of University Partnerships as part of the University Community Fund. This competitive grants program enabled TCUs to build, expand, renovate, and equip their facilities that are available to, and used by, their respective reservation communities. ***We strongly urge the Subcommittee to reject the recommendation included in the President's FY 2014 Budget Request and to support the goal of EO 13592 to strengthen TCUs by funding the competitive HUD-TCU Program, at the FY 2010 level of \$5.435 million. Additionally, we request that language be included to permit that a small portion of the funds appropriated may be used to provide technical assistance to institutions eligible to participate in this competitive grants program.***

TCU SHOESTRING BUDGETS: "DOING SO MUCH WITH SO LITTLE"

Tribal Colleges and Universities are accredited by independent, regional accreditation agencies and like all U.S. institutions of higher education, must periodically undergo stringent performance reviews to retain their accreditation status. TCUs fulfill additional roles within their respective reservation communities functioning as community centers, libraries, tribal archives, career and business centers, economic development centers, public meeting places, and child and elder care centers. Each TCU is committed to improving the lives of its students through higher education and to moving American Indians toward self-sufficiency.

TCUs have advanced AI/AN higher education significantly since we first began four decades ago, but many challenges remain. Tribal Colleges and Universities are perennially underfunded, and remain some of the most poorly funded institutions of higher education in the country.

The tribal governments that have chartered TCUs are not among the handful of wealthy gaming tribes located near major urban areas and regularly highlighted in the mainstream media. Rather, they are some of the poorest governments in the country and Tribal Colleges and Universities are home to some of the most disadvantaged counties in America. In fact, seven of the nation's 10 poorest counties are home to a TCU. The U.S. Census Bureau, American Community Survey specifies the annual per capita income of the U.S. population as \$27,100. However, the annual per capita income of AI/ANs is just \$13,300, about half that of the general population.

The federal government, despite its direct trust responsibility and treaty obligations, has never fully funded the TCUs institutional operating budgets, authorized under the Tribally Controlled Colleges and Universities Assistance Act of 1978. Currently, the Administration requests and Congress appropriates over \$200 million annually, towards the institutional operations of Howard University (exclusive of its medical school), *the only other MSI that receives institutional operations funding from the federal government*. Howard University's current federal operating support exceeds \$19,000/student. In contrast, most TCUs are receiving \$5,665 per Indian Student (ISC) under the Tribal College Act, about 70 percent of the authorized level. TCUs have proven that they need and deserve an investment equal to – at the very least – the congressionally authorized level of \$8,000/Indian student, which is only 42 percent of the federal amount now appropriated for operating Howard University. It is important to note that although about 17 percent of the TCUs collective enrollments are non-Indian students living in the local community, TCUs only receive federal funding for operations based on Indian students, which are defined as members of a federally recognized tribe or a biological child of a tribal member. Please understand that we are by no means suggesting that Howard University does not need or deserve the funding it receives, only that the TCUs also need and deserve adequate institutional operations funding; however, their operating budgets remain grossly underfunded.

While TCUs do seek funding from their respective state legislatures for their students that are non-Indian state-residents (sometimes referred to as "non-beneficiary" students) successes have been at best inconsistent. TCUs are accredited by the same regional agencies that accredit mainstream institutions, yet they have to continually advocate for basic operating support for their non-Indian state students within their respective state legislatures. If these non-beneficiary students attended any other public institution in the state, the state would provide that institution with ongoing funding toward its day-to-day operations. Given their locations, often hundreds of miles from another postsecondary institution, TCUs remain open to all students, Indian and non-Indian, believing that education in general, and postsecondary education in particular is the silver bullet to a better economic future for their regions.

TCUs effectively blend traditional teachings with conventional postsecondary curricula. They have developed innovative ways to address the needs of tribal populations and are overcoming long-standing barriers to success in higher education for American Indians. Since the first TCU was established on the Navajo Nation in 1968, these vital institutions have come to represent the most significant development in the history of American Indian higher education, providing access to, and promoting achievement among, students who might otherwise never have known postsecondary education success.

Inadequate funding has left many TCUs with no choice but to continue to operate under severely distressed conditions. The need for HUD-TCUP funding remains urgent for construction, renovation, improvement, and maintenance of key TCU facilities, such as basic and advanced science laboratories, computer labs, and increasingly important student housing, day care centers, and community services facilities. Although the situation has greatly improved at many TCUs in the past several years, some TCUs still operate – at least partially – in donated and temporary buildings. Few have dormitories and even fewer have student health centers. At Sitting Bull College in Fort Yates, ND competitively awarded HUD grant funds have been leveraged to expand the college's usable space from 12,000 square feet (sf) to 100,000 sf over 10 years. Additionally, HUD grant dollars have been used to address three leaking roofs that created a mold problem in the area referred to at the college as the "Hall of Buckets." HUD grant funds were also used to complete a renovation on its learning center, correcting major deficiencies, including recurring sewer and water problems, handicap accessibility issues, lack of effective safety/security measures (surveillance and alarm systems), and outdated washroom facilities.

JUSTIFICATIONS

Department of Housing and Urban Development: Executive Order 13592 addressing American Indian education and strengthening of Tribal Colleges and Universities holds federal agencies accountable to develop plans for integrating TCUs into their various programs. TCUs work with tribes and tribal communities to address all aspects of reservation life, including the continuum of education, housing, economic development, health promotion, law enforcement training, and crime prevention. Likewise, federal agencies need to work with TCUs. To achieve results, Congress needs to hold the Administration accountable for the strengthening of the TCUs, including their physical plants and ensuring that they are routinely included as full partners in all existing and potential federal higher education programs. The HUD-TCU competitive grants program, administered by the Office of University Partnerships, is an excellent place to start. This competitive grants program has enabled TCUs to expand their roles and efficacy in addressing development and revitalization needs within their respective communities. No academic or student support projects have been funded through this program; rather, funding was available only for community-based outreach and service programs and community facilities at TCUs. Through this program, some TCUs have been able to build or enhance child care centers, including Head Start facilities, and social services offices; help revitalize tribal housing; establish and expand small business development; and enhance vitally-needed community library services. Unfortunately, not all of the TCUs were able to benefit from this small but very important program. The program staff at the Department has no budget to provide technical assistance with regard to this program. If a small portion of the appropriated funds were to be available for program staff to conduct workshops and site visits, more of the TCUs and their respective communities could benefit from this vital opportunity. ***We strongly urge the Subcommittee to support the HUD-TCU competitive grants program at \$5,435,000, and to include language that will allow a small portion of these funds to be used to provide technical assistance to TCUs, to help ensure that much-needed community services and programs are expanded and continued in the communities served by the nation's TCUs.***

PRESIDENT'S FY 2014 BUDGET

The President's FY 2014 Budget Request does not provide funding for the University Community Fund, which housed the TCU program and other Minority-Serving Institutions programs. We respectfully request that the Subcommittee reject the Administration's recommendation and continue to recognize the abundant need for facilities construction and improvement funds for TCUs and appropriate funding for the Tribal Colleges and Universities Program, and the other MSI-HUD programs, namely: Historically Black Colleges and Universities; Hispanic Serving Institutions Assisting Communities; and Alaska Native and Native Hawaiian Serving Institutions Assisting Communities, to be allocated competitively within their individual programs.

CONCLUSION

We respectfully request that beginning in FY 2014, Congress illustrate its support for the goals of the new executive order aimed at strengthening TCUs by restoring the HUD-TCU competitive grants program and provide for technical assistance to help these dynamic institutions improve and expand their facilities to better serve their students and communities. Thank you for your continued support of the nation's TCUs and for your consideration of our Fiscal Year 2014 HUD appropriations requests.

**Statement of the Coalition of Northeastern Governors
to the United States House of Representatives
Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
Regarding FY2014 Appropriations for Transportation and Community Development
Programs**

The Coalition of Northeastern Governors (CONEG) is pleased to share with the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies this testimony for the record on FY2014 appropriations for surface transportation, rail, and community development programs. The CONEG governors deeply appreciate the Subcommittee's longstanding support of funding for these programs. Federal support is vital to maintaining the national transportation system, enhancing its capacity to meet enormous and diverse needs, and contributing to a balanced, integrated national transportation system that supports the nation's current and future economic growth. As the nation's population grows and the economy recovers, these needs confront all of us – federal, state and local governments and the private sector.

The governors recognize that the Subcommittee, in crafting the FY2014 appropriations measure, faces a very difficult set of choices in an environment of severe fiscal constraints. Funding the nation's surface transportation programs in FY2013 at the funding levels authorized in MAP-21 (P.L. 112-141) was a significant accomplishment. They thank the Subcommittee for its support and urge you to continue this strong federal/state partnership so vital for a national, integrated, multi-modal transportation system. This system underpins the competitiveness of the nation's economy; broadens employment opportunities; and contributes to the efficient, safe, environmentally-sound, and energy efficient movement of people and goods.

Surface Transportation

The CONEG governors urge the Subcommittee to fund the highway obligation ceiling at the authorized levels, adequately fund safety and innovative financing programs, and maintain at least the FY2013 levels for public transit programs. These levels of federal investment are the minimum needed to slow the decline in infrastructure conditions and maintain the safety of the nation's highways, bridges, and transit systems.

Continued and substantial federal investment in these infrastructure improvements – in urban, suburban, exurban, and rural areas – is necessary to safely and efficiently move people and products and to support the substantial growth in freight movement projected in the coming decades. The federal government has invested significant resources in the nation's transportation systems, and it has a continuing responsibility to maintain and enhance the capacity of the nation's transportation infrastructure to keep America competitive in a global economy.

Specifically, the CONEG governors urge the Subcommittee to:

- Fund the highway obligation ceiling at the authorized levels;
- Fund public transit programs at no less than the authorized levels, with full funding for the current transit formula grants and capital investment grants, preserving the historic funding balance between these programs;

- Ensure that federal transit funds are released to states and designated recipients in a timely manner; and
- Expand the use of innovative financing and public-private partnerships to supplement direct federal funding, including federal loan guarantees and credit assistance, such as the Transportation Infrastructure Finance and Innovation Act program (TIFIA).

Rail

The governors deeply appreciate the Subcommittee's continued support for Amtrak and the funding in prior years for intercity passenger rail capital assistance. Recognizing that Congress will undertake a new authorization of the rail program to follow PRIIA, the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), they urge the Subcommittee to provide FY2014 funding for intercity passenger rail capital assistance. Significant funding for intercity passenger rail, in addition to the Amtrak funding, will allow efficient intercity passenger rail corridors to be developed as part of a national, multi-modal transportation system. In the Northeast, continued, adequate federal investment is critical to bring the current system to a state of good repair; help expand its capacity to meet the growing ridership; provide improved service to communities; attract state, local and private sector investments in the intercity passenger rail system; and develop a coordinated, comprehensive vision and plan for future services. These investments are essential for the accessible, reliable, frequent and on-time service that attracts and retains ridership and grows revenues.

The Northeast has one of the oldest and most extensive multi-modal transportation systems in the world. This system faces major congestion and capacity constraints which, if not addressed, have the potential to curtail future commerce and mobility in a region that is densely populated and serves as an economic engine for the nation. To begin to address these capacity constraints, the Northeast states have already invested significantly in the passenger rail corridors of the region – the Northeast Corridor (NEC), the Empire Corridor, the Northern New England Corridor, and the Keystone Corridor. They have leveraged federal funds appropriated for intercity passenger rail projects eligible under the framework created by PRIIA. The intense efforts of the states, Amtrak and freight railroads in recent years are now showing positive results in the nation's busiest rail corridor. However, continued significant investments in this corridor network are needed to meet the growing intercity passenger travel market. The joint planning and funding initiatives over the past years are part of an on-going coordinated effort to improve service by reducing travel times, increasing speed, increasing service reliability and on-time performance, and eliminating choke points; while improving infrastructure through station upgrades, replacing aging bridges and electrical systems, installing track and ties, replacing catenary wires, and purchasing new locomotives. Among the active collaborative projects that are employing thousands of workers using American-made supplies are the following:

- Maine's Northern New England Passenger Rail Authority (NNEPRA) is managing a project to add double track and replace rail in Massachusetts on the portion of the Downeaster line owned by the Massachusetts Bay Transportation Authority (MBTA). These improvements will enhance Downeaster reliability/on-time performance and set the stage for more Downeaster frequencies. NNEPRA received a Federal Railroad Administration (FRA) grant and the MBTA provided a match.

- The Delaware Department of Transportation, the University of Delaware, and the City of Newark are designing and building a regional transportation center, on former industrial property acquired by the University of Delaware, to serve Amtrak, Southeastern Pennsylvania Transportation Authority, and Delaware public transit. Preliminary engineering is anticipated for the summer of 2013.
- In Massachusetts, work currently underway to re-route Amtrak's Vermonter will expand service to new communities, connecting Vermont, western Massachusetts and central Connecticut to the Northeast Corridor and Washington D.C. Upgrades to this "Massachusetts Knowledge Corridor" include installing 50 miles of new rail (made in Steelton, Pennsylvania) and replacing approximately 75,000 ties. This project builds upon work completed in Vermont that has reduced travel time by almost one-half hour.

Amtrak: The Amtrak FY2014 Budget Request contains specific funding levels provided for operations, capital and debt service. These funding levels will enable Amtrak to continue a balanced program of adequate, sustained capital investment in infrastructure and fleet modernization programs that are vital for an efficient intercity passenger rail system that can meet the rising demand for reliable, safe, quality services.

The Amtrak capital request encompasses investments urgently needed to maintain the Northeast Corridor and other Amtrak-owned or maintained infrastructure and equipment; advance the Gateway Program to expand track, tunnel and station capacity between Newark, N.J., and New York Penn Station; acquire new equipment; and improve accessibility for passengers with disabilities.

The governors also strongly urge the Subcommittee to provide Amtrak the requested levels of funding that will allow improved intercity service on the NEC – the backbone of a passenger rail network that connects the entire Northeast and extends rail service to communities in the South, West, and Canada. These projects are initial steps required to address the backlog of deferred investments, and to make investments in near-term improvements in track, bridges, tunnels and equipment that will increase the capacity of the NEC to offer more reliable and frequent intercity service that can deliver more riders to their destination in less travel time. Improvements on the NEC can also help address the congested highway corridors and crowded Northeast airports that are a major source of travel delays nationwide.

Intercity Passenger Rail Corridors: To advance the initial investments made by the federal government and the states, the governors urge the Subcommittee in FY2014 to fund a competitive Intercity Passenger Rail Corridor Capital Assistance Program, and to provide provisions that fund the planning activities for the development of passenger rail corridors, including multi-state corridors. The multi-state planning funds are the source of the monies that support the continuation of the work being led by the FRA, working cooperatively with the Northeast states, to develop an updated service development plan and environmental analysis that reflect the current and projected demand for passenger rail service on the NEC. A funding level of \$25 million is needed in FY2014 for the completion of these analyses which are required for any future major improvements for higher-speed intercity passenger rail service on the NEC.

Since these corridors serve diverse travel markets, the governors urge that these grant funds be available to states to advance plans for reliable, travel-time competitive service, regardless of maximum speed requirements. In light of the stringent FRA requirements for intercity passenger rail grants, they request the Subcommittee waive the current statutory requirement that projects be part of an approved state rail plan, since this requirement might curtail thoughtful and well-advanced efforts already underway by the states.

Northeast Corridor Infrastructure and Operations Advisory Commission: The governors thank the Subcommittee for providing funding for the Northeast Corridor Infrastructure and Operations Advisory Commission (Commission). Consistent with its responsibilities defined under PRIIA, the Commission is working actively to facilitate mutual cooperation and planning among the states, Amtrak, freight railroads, and the FRA for intercity, commuter and freight use of the Corridor – and to also maximize the economic growth and the energy and environmental benefits of the larger regional NEC Network.

The Commission has extensive responsibilities to set corridor-wide policy goals and recommendations that encompass passenger rail mobility, intermodal connections to highways and airports, reduced energy consumption, air quality improvements, and local and regional economic development of the entire Northeast region. It is also tasked with developing a standardized formula to determine and allocate the costs, revenues and contributions among NEC commuter railroads and Amtrak which use each other's facilities and services. The Commission's work will also guide the vision and service development plans that are a prerequisite to fund projects that can improve the capacity of the NEC. To conduct the assessments required by Congress in a timely manner, the Commission needs resources, data and expert analysis that exceed that which is currently available through the staff of the states, Amtrak and FRA. Continued funding in FY2014 will ensure the Commission's ability to secure all essential resources for conducting these assessments.

Other Programs: A number of other national rail and intermodal programs are important components of the evolving federal-state-private sector partnerships to enhance passenger and freight rail across the country.

The Railroad Rehabilitation and Improvement Financing Program (RRIF) can be an important tool for railroads (particularly regional and short-line railroads) and public agencies to access the financing needed for critical infrastructure and intermodal projects. The governors also encourage the Subcommittee to provide funding for the Rail Line Relocation program, the Next Generation Corridor Train Equipment Pool, and critical rail safety programs.

The governors support the continuation of the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, at \$500 million to encourage investment in multi-modal, multi-jurisdictional or other road, rail, transit and port projects that help achieve critical national objectives.

Adequate funding is needed for the Surface Transportation Board to carry out its expanded responsibilities for intercity passenger rail corridor service, including its specific responsibilities

under PRIIA regarding equitable cost-sharing formulas among states, Amtrak and commuter railroads.

Community Development Block Grant

The CONEG governors urge the Subcommittee to provide \$3.3 billion in formula funding for the Community Development Block Grant (CDBG) program. This program, which enables states to invest in improved local infrastructure, rehabilitated affordable housing, and local economic development and jobs, has a proven track record of contributing to neighborhood and community redevelopment and improvement nationwide. Every dollar invested in CDBG leverages an additional \$3.55 in non-CDBG funding.

Conclusion

In conclusion, the CONEG governors urge the Subcommittee to:

- Fund the highway obligation ceiling at the authorized levels;
- Expand the TIFIA program;
- Fund federal public transit programs at the authorized levels, with full funding for the transit formula grants and capital investment grant programs, and preserving the historic funding balance between these programs;
- Fund Amtrak at levels that will support sound operations and a balanced capital investment program, including the NEC capacity improvements;
- Maintain provisions to fund the Northeast Corridor Infrastructure and Operations Advisory Commission;
- Provide funding for the Intercity Passenger Rail Service Corridor Assistance Program for corridor planning and capital investment, including provisions for multi-state corridor planning;
- Provide funding for such national rail programs as the Next Generation Corridor Train Equipment Pool, the Rail Line Relocation program and the RRIF program;
- Provide \$500 million for the TIGER program;
- Provide adequate funding for the Surface Transportation Board; and
- Provide formula funding for the Community Development Block Grant at the \$3.3 billion level.

The CONEG governors thank the entire Subcommittee for the opportunity to share these priorities and appreciate your consideration of these requests.



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**Outside Witness Testimony of Kris Cook, CAE
 Executive Director, National Affordable Housing Management Association
 April 24, 2013
 Subcommittee on Transportation, Housing and Urban Development and Related
 Agencies
 FY 2014 U.S. Department of Housing and Urban Development Budget**

Thank you, Chairman Latham and Ranking Member Pastor for the opportunity to submit this testimony on behalf of the National Affordable Housing Management Association (NAHMA). My testimony concerns the U.S. Department of Housing and Urban Development (HUD) budget request for FY 2014. I will primarily focus on the importance of providing full-funding at the level of \$11.5 billion for the 12-month contract terms under project-based Section 8. I will also request the Subcommittee's support for other key HUD rental assistance programs. Specifically, I will urge the Subcommittee to support \$20 billion for the Housing Choice Voucher program *plus any additional funds necessary to ensure there are no program or contract shortfalls due to the FY 13 sequestration*. For the programs Section 202 Housing for the Elderly and Section 811 Housing for the Disabled, I will request *at least* \$400 million and \$126 million respectively, *plus any additional funds need to prevent shortfalls for project rental assistance contracts and service coordinator contracts*. I will urge the Subcommittee to provide \$30 billion in commitment authority for the General and Special Risk Insurance Fund. For HOME, I will request \$1.6 billion. The Community Development Block Grant (CDBG) should receive \$3.3 billion. Finally, I will express NAHMA's strong support for certain rental assistance reforms which will create program savings and efficiencies. These reforms will help stretch limited funds and minimize the risk of harsh cuts in assistance to needy families.

About NAHMA

NAHMA members manage and provide quality affordable housing to more than two million Americans with very low to moderate incomes. Presidents and executives of property management companies, owners of affordable rental housing, public agencies and national organizations involved in affordable housing, and providers of supplies and services to the affordable housing industry make up the membership of NAHMA. In addition, NAHMA serves as the national voice in Washington for 19 regional, state and local affordable housing management associations (AHMAs) nationwide.

Project-Based Section 8

In the project-based Section 8 program (PBS8), HUD contracts with private apartment owners to pay the difference between the rent for the unit and 30 percent of a qualified tenant's income. The rental subsidy in the PBS8 program is tied to the property.

This program provides housing to 1.2 million low-income households, over half of which are elderly or disabled. According to HUD, the program supports 100,000 jobs, and PBS8 properties generate \$460 million in tax receipts to local and state governments.

It is essential for Congress to provide HUD with the necessary appropriations to make full and timely contract payments to property owners. When HUD does not have sufficient appropriations to obligate funding for the entire 12-month contract terms at the time of the renewals, it "short-funds" the contracts. Prior to 2009, HUD "short-funded" its PBS8 contracts with owners so that payments would only be promised from the date of renewal through September 30 (the end of the federal fiscal year). In other words, on a 12-month contract with a January 1 renewal date, HUD would only obligate funding through September 30. Funding for the remaining three months on the contract would have to be re-processed in the new fiscal year. This practice was disruptive to properties' operations, wasted HUD's staff time, and undermined public confidence in the project-based Section 8 program. Unfortunately, HUD will resume this practice, at least temporarily, to manage the cuts required under sequestration.

The President's budget proposal for fiscal year (FY) 2014 requests approximately \$10.3 billion for the Project-Based Section 8 program. Unfortunately, the FY 2014 request is impacted by the \$1.2 billion shortfall in the program due to sequester funding levels in the FY 2013 Continuing Resolution. As a result, HUD will not be able to fund contracts for the full 12-month terms during the remainder of FY2013 and into FY 2014. If sequestration were repealed, the budget request would be sufficient to fully-fund contract renewals; however, a repeal of sequestration seems increasingly unlikely. Therefore, an estimated \$11.5 billion dollars will be necessary to fully fund the FY 14 contract renewals and to close the shortfall caused in the FY 2013 appropriations.

In FY 2014, NAHMA strongly urges the Subcommittee to provide \$11.5 billion for full funding of the 12-month contract terms of Project-Based Section 8 contracts. This level of funding is necessary because:

- The federal government must honor its contracts with property owners.
- Short-funding jeopardizes the efficient management, financial solvency, and physical health of PBS8 properties.
- FHA-insured properties could default without the contract funds to pay their mortgages.
- Properties accumulate numerous late fees to lenders and service providers as a result of having insufficient funds to make mortgage and utility bill payments.

- Property staff suffer lay-offs as a result of insufficient contract funding.
- Rehabilitation and renovation plans are put on hold when funding is erratic.
- Short-funding is a budget gimmick that does **NOT** save the government money.
- Appropriations for 11,000 contracts that will be underfunded in FY 13 due to sequestration will have to be provided in FY 14—in addition to the funds necessary for FY 14 contract renewals.
- Short-funding wastes administrative time at HUD because staff must process funding multiple times for the same property over the course of the year.
- Short-funding jeopardizes investor and owner confidence in the PBS8 program.

Other Critical HUD Multifamily Housing Programs

NAHMA strongly urges the Subcommittee to prevent draconian cuts to affordable multifamily housing programs administered by the Department of Housing and Urban Development (HUD). In FY 2014, NAHMA strongly urges that the Subcommittee provide the necessary appropriations to ensure that all of HUD's rental assistance programs receive *full-funding for their 12-month contract terms in FY 14, and that no shortfalls result from the sequester funding levels in FY 2013 Continuing Resolution.*

In addition to project-based Section 8, NAHMA is concerned about funding levels for the following programs:

- NAHMA urges the Subcommittee to provide the \$20 billion requested by HUD for the Housing Choice Voucher (HCV, or tenant-based Section 8) program plus any additional funding necessary to ensure there are no program or contract shortfalls due to the FY 13 sequestration.
- For Section 202 Housing for the Elderly, NAHMA requests at least \$400 million plus any additional funding necessary to ensure there are no contract shortfalls due to the FY 13 sequestration. HUD's request for this program also includes \$310 million for the renewal and amendments of Project Rental Assistance Contracts (PRACs) and \$70 million for the Service Coordinator program. NAHMA also requests at least \$20 million for new construction of apartments to serve the elderly.
- For Section 811 Housing for the Disabled, NAHMA requests at least \$126 million plus any additional funding necessary to ensure there are no contract shortfalls due to the FY 13 sequestration. HUD's request includes \$106 million for Section 811 PRACs. NAHMA also requests at least \$20 million for new construction of apartments to serve disabled persons.

- The General and Special Risk Insurance Fund programs provide mortgage insurance for financing the development or rehabilitation of multifamily housing, nursing homes and hospitals. NAHMA supports HUD's request of \$30 billion in commitment authority.
- The HOME Investment Partnerships (HOME) program is the largest federal block grant to state and local governments designed exclusively to produce affordable housing for low-income families. NAHMA requests funding at the FY 11 level of \$1.6 billion.
- The Community Development Block Grant (CDBG) offers block grants to local communities for community development purposes, including the development of affordable housing. NAHMA urges the Subcommittee to provide \$3.3 billion for the CDBG.
 - Both HOME and CDBG provide essential gap financing for development of Low Income Housing Tax Credit (LIHTC) properties.

Passing Comprehensive, Pragmatic Rental Assistance Reform Legislation

NAHMA joins a broad coalition of private housing providers, public housing agencies, low-income housing advocates and other stakeholders in urging Congress to pass comprehensive rental assistance and Section 8 Housing Choice Voucher (HCV) reform legislation in 2013. The most recent proposal was the Affordable Housing and Self-Sufficiency Improvement Act (AHSSIA) developed by the House Financial Services Committee in 2012. Savings and efficiencies achieved through these reforms would help stretch limited funds and minimize the risk of harsh cuts in assistance to needy families. If these reforms are enacted, it is essential to ensure the savings achieved are used to continue funding affordable multifamily housing programs. NAHMA strongly supports measures which would:

- Streamline inspections of HCV housing units by permitting owners to make minor repairs within 30 days and permitting PHAs to allow occupancy prior to the inspection in buildings which passed an alternative inspection (HOME, LIHTC or other inspections with equally stringent standards) within the last 12 months. These changes will help voucher-holders in tight rental markets with low vacancy.
- Expand income targeting for the public housing, HCV and project-based Section 8 programs. These changes will help house more working poor families, particularly in rural areas.
- Simplify the rules for determining a family's rent and income, for example, by allowing families on fixed incomes to recertify their incomes once every three years instead of annually. This will reduce the administrative burdens on tenants, property owners, and management agents.
- Stabilize HCV funding by basing it on the previous year's leasing and cost data.

- Encourage self-sufficiency for residents.
- Streamline the use of HCVs with other federal housing programs, like the LIHTC, by extending the permitted contract period for project-based vouchers from 15 to 20 years.
- Authorize HUD's Rental Assistance Demonstration (RAD) program. RAD is intended to test strategies to leverage private funds for public housing capital needs, preserve units assisted through the Section 8 Moderate Rehabilitation program and allow properties assisted under the Rental Assistance Payment (RAP) and Rent Supplement (Rent Supp) programs to convert to project-based section 8 contracts.
- Authorize HUD to provide Limited English Proficiency (LEP) technical assistance to recipients of federal funds. This program would create a stakeholder working group to identify vital documents for translations, require HUD to translate identified documents within six months and create a HUD-administered 1-800 hotline to assist with oral interpretation needs. This program is necessary because it will offer a higher-level of quality control over the services provided to LEP persons and ensure meaningful access to HUD's housing programs for persons with LEP. It will also relieve housing operators of an unfunded obligation to provide language services that could divert funds from repairs and maintenance of the properties.

Conclusion

Thank you again for the opportunity to submit this testimony. I look forward to working with the Subcommittee to ensure essential HUD rental assistance programs are fully funded and properly administered.

Luigi Vernola
Mayor
City of Norwalk, California

Written Testimony to the Subcommittee on Transportation, Housing and Urban Development, and related Agencies Concerning FY2014 T-HUD Budget

The following testimony is submitted in support of the following HUD program funding levels:

- Housing Choice Voucher Program Renewal: \$18.540 billion
- HCV Administrative Fees: \$1.994 billion
- Family Self Sufficiency Coordinators: \$87 million
- Community Development Block Grant: \$3.3 billion
- HOME Investment Partnership Program: \$1.6 billion

The City of Norwalk is located in Southern California and has a population of approximately 106,000 residents. The City operates the Community Development Block Grant (CDBG) program and HOME program. The City of Norwalk Housing Authority (NHA) operates a fully leased Housing Choice Voucher (HCV) program with 705 baseline vouchers and a Section 8 Family Self Sufficiency program. NHA has been serving the City of Norwalk since its establishment in 1976. NHA's mission is to provide decent, safe and affordable housing to residents while providing a high level of customer service, program integrity, and professionalism. NHA has been a high performing housing authority for the last six years.

HCV Renewal Funding

Renewal funding for the HCV program has become extremely tenuous under sequestration. Over the years, NHA has maximized use of HUD funds, while also maintaining a minimal, yet critical, program reserve. Years of strategic planning and administrative efficiency will allow NHA and its participants to ride out sequestration in 2013. However, NHA will have exhausted its reserve by the end of the calendar year. If sequestration is allowed to roll out over ten years, NHA will need to come to terms with its inevitable demise.

The administration proposes offsetting agency reserves in the 2014 budget in order to provide shortfall funding to agencies with no reserves. This plan is flawed because the number of agencies with no reserves will have increased significantly by the end of 2013 and agencies with reserves will have much lower balances. The need for shortfall funding will exceed the amount of reserves available. Any funding proposal should not rely upon an off-set of remaining reserves to fully fund the program.

Because NHA's resources will be exhausted in 2013, hard decisions and cuts will be needed under a 2014 sequester. If funding levels are insufficient in 2014, NHA already has plans to cut subsidy levels for most of the assisted households and allow program participation to decline through attrition. However, these measures will not be enough if sequestration continues into 2015. By 2015, we will have permanently lost at least 6%

of our program and the downward spiral of funding cuts and program cuts will commence in earnest. By the end of the 10 year sequester, NHA will have only 64% of its program remaining. This projection is based on 100% renewal funding with the sequestration reduction applied each year. If funding is not renewed at 100%, the program losses will be much greater and more rapid.

Under a continuing sequester, program participants will have to carry a higher rent burden. Since the majority of our participants are senior citizens and disabled households on fixed incomes, most participants will have no other choice but cut back on food and medicine in order to pay their rent.

The Administration's proposal brings some cost saving measures to the program through increased minimum rent and reduction in medical allowances, but many of the measures will negatively impact our senior citizens and disabled households, who may also be expected to carry a higher rent burden next year. The Administration's proposed program changes coupled with inadequate funding will spell double trouble for our most vulnerable residents.

The 2013 appropriations have already impacted our waiting list. NHA has over 5,000 applicants on its HCV waiting list, who have already been waiting six years for assistance. The waiting time has been extended another 2-1/2 years on average just from the 2013 cuts. If cuts continue, the waiting period for applicants will be extended indefinitely.

HCV Administrative Fee

In 2013, HUD projects that housing authorities will have their administrative fees prorated to 69% of eligibility. This proration amount is inadequate to fund the positions necessary to comply with the multitude of complex program regulations. Some members of Congress may be thinking that most housing authorities have been able to survive a steady decline in administrative fees in recent years and can keep surviving with even less. To get by with fewer staff and resources while having to assist the same number of households, many agencies have had to pick and choose which regulations they can afford to comply with and which ones they cannot. The lack of sufficient funding is eroding program integrity. HUD does not audit every housing authority every year. If administrative fee cuts continue, eventually these program compliance issues will surface in a costly and embarrassing way. HUD will have more audit findings and more troubled agencies. More agencies will also decide that they cannot effectively carry out their missions and return their programs to HUD.

By year five of the sequester, NHA's administrative fees are projected to have declined to an unsustainable level, and the City may be tasked with returning the program to HUD. This does not mean that NHA can sustain 5 more years of administrative fee cuts. During the next five years, staff will be laid off, service levels will decline, and regulations will fall to the wayside until the few remaining staff will not be able to effectively administer the program any longer.

With a very lean workforce already in place, NHA has made cuts in the last two years to save money. Last year, we eliminated one position and consolidated the FSS program with the HCV program. This year, NHA moved into City Hall to save money on rent, and some staff hours were allocated to other programs and funding sources. The City is supportive and has provided NHA with these cost cutting opportunities, but the City cannot subsidize the day-to-day program administration costs.

The grim reality is that the HCV program has been losing dedicated staff hours for years. **The industry standard for sufficient program staffing levels has traditionally been 1 employee for every 100 vouchers.** In our experience, this formula is ideal for effective operations. However, due to declining administrative fees NHA will soon have 5.75 employees for 765 vouchers (705 base vouchers and 60 portables). Under current staffing levels, participants and applicants have less contact with staff and processing times have increased.

The clear outcome of administrative fee reductions is declining program integrity. Staff has fewer hours to spend on investigating fraud, handling clients with special needs, processing interim rent adjustments, and following up on inspection issues. NHA may also need to stop conducting comprehensive criminal background checks of applicants. NHA's current screening practices prevent sex offenders, career criminals and gang members from being admitted to the program. However, these background checks are expensive and will need to be eliminated if administrative fees continue to decline.

If Congress intends to keep funding these programs so poorly that they become ineffective, then Congress is just wasting the precious tax dollars.

Section 8 FSS Program

The administration is proposing to consolidate the Section 8 Family Self Sufficiency (FSS) program with the Public Housing Self Sufficiency Program. This proposal threatens to reduce funding for program coordinators. Every year, NHA applies for and receives the Section 8 FSS program grant funding. This funding has allowed NHA to continue offering the program to career oriented and motivated participants to help them achieve the goal of self sufficiency. The continued grant funding along with our organizational changes has also allowed us to retain our highly trained and experienced employees to work on both the FSS and HCV programs. The consolidated program proposal must also provide sufficient funding for existing programs.

Community Development Block Grant (CDBG) and HOME

In the past year, California has lost important economic development, neighborhood revitalization, and affordable housing tools through the elimination of redevelopment agencies by the State of California and the reduction of CDBG and HOME funding.

This year the City's CDBG and HOME entitlements are 33% what they were just three years ago. The reduced funding has made it more difficult for the City to keep up with the need and fund certain programs, such as code enforcement, housing rehabilitation and first time homebuyers programs. CDBG funding used to support major capital

improvements, such as street repairs and handicap sidewalk ramps. However, the amount provided now is not enough to fund these larger projects. The housing rehabilitation program and code enforcement funded through CDBG and HOME are essential to maintaining the City's aging housing stock and preventing blight. When blight is left unchecked, crime increases, housing stock declines, and commercial investment leaves the area.

For the City, the cuts to CDBG and HOME are akin to the deferred maintenance of a home. If the homeowner cannot pay the \$500 needed to patch a hole in the roof, in just a few years the homeowner will have to repair dry rot and other damages that may cost three times as much as the simple patch. Deferred maintenance of our cities means increasing costs down the road, whether it is for a deteriorated road, a troubled child, or a senior citizen's roof.

Closing

In closing, I strongly encourage the Subcommittee to reject sequestration and restore responsible funding to our Nation's critical housing safety net.



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of the
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Denise M. Wise, Chief Executive Officer

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April 25, 2013

Subcommittee on Transportation, Housing and Urban Development
Committee on Appropriations
United States House of Representatives

RE: Federal Fiscal Year 2014 Budget Request, U.S. Dept. of Housing and Urban Development

Honorable Members of the House Appropriations Subcommittee on Transportation, Housing and Urban Development:

Thank you for the opportunity to provide the testimony of the Housing Authority of the City of San Buenaventura (HACSB) regarding the Federal Fiscal Year 2014 Budget Request of the U.S. Department of Housing and Urban Development (HUD), specifically the following requests for the Office of Public and Indian Housing: Public Housing Operating Fund (\$4.6 Billion); Public Housing Capital Fund (\$2 Billion); and Tenant-Based Rental Assistance (\$19.989 Billion).

The fundamental mission of the HACSB is to provide decent, safe and affordable housing in quality communities that enhance the quality of life for vulnerable families in California's 24th and 26th Congressional districts. As the public housing agency (PHA) for the City of San Buenaventura, we administer HUD-funded low income housing programs that serve thousands of needy California constituents. In particular, we provide housing assistance to veterans, the elderly, and the disabled through our public housing and rental assistance programs, and we have an outstanding waitlist of thousands more in need. We are rated as a **High Performer** under all HUD scoring criteria, for both our Public Housing and Housing Choice Voucher programs.

Due to the recent federal budget cuts, particularly Sequestration and the Fiscal Year 2013 Continuing Resolution, our ability to serve these families is greatly diminished. This has a direct measurable impact to our community, since cuts have resulted in freezes to our Housing Choice Voucher (also known as "Section 8") program as well as reconsideration of the Veterans Affairs Supportive Housing (VASH) voucher program, both of which are funded through the \$19.989 Billion Tenant-Based Rental Assistance appropriation in HUD's budget request. The HACSB is no longer offering Section 8 vouchers to eligible families on our waitlist due to shortfalls in both Housing Assistance Payment funds and Administrative Fee funds. As program beneficiaries leave the program, vouchers are being held back from re-leasing in order to reduce the Housing Authority's outstanding Housing Assistance Payment obligations to prevent further shortfalls in funding and reduce administrative costs. And, since the management of VASH vouchers must be funded from Section 8 Administrative Fees (they do not include administrative funding on their own) that are being provided at 69% of the requisite funding level, this program may become too expensive for the HACSB to administer to the great detriment of homeless veterans.

Despite the cuts, the HACSB has shown its commitment to exploring innovative programs that seek to do more with less, not only by extensively **leveraging Low Income Housing Tax Credit**

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(LIHTC) equity funds, but also by participating in the **Rental Assistance Demonstration Program (RAD)** described by HUD in its budget request. This new concept mixes public and private finance with long term rental subsidies to infuse badly needed capital improvement funds into existing public housing. It does so by converting public housing units to the more flexible stream of Project-Based Vouchers that promises to ease administrative costs and provide for better reserve funding. In the HACSB's RAD project, the conversion of 144 units will immediately infuse over \$10 million in capital funding from private sources, guaranteed by the project based voucher income, thereby preserving a significant affordable housing resource in the community and improving the lives of elderly and disabled constituents. Every dollar provided for the valuable HUD programs we administer can assist in leveraging other local and state resources to provide desperately needed housing for the high-cost community we serve.

Public Housing Operating Fund

It is absolutely critical that the Public Housing Operating Fund appropriation receive the maximum funding amount available (beyond the HUD request) to avoid a number of unacceptable outcomes, including but not limited to the following: 1) a reduction in the national unit count; 2) shifting resources away from the lowest income populations to generate higher rent revenues; 3) deferral of necessary repairs and maintenance; 4) selective non-compliance with statutory/administrative regulations; 5) PHA employee furloughs and layoffs; 6) elimination of otherwise unfunded resident services programs; and 7) disinvestment in the neediest neighborhoods. The HACSB would recommend an appropriation of **\$5.0 Billion** at the very least, which is approximately 8.7% higher than the HUD request.

Operating Fund Cost Drivers:
 1. Project Expense Level (PEL)
 2. Utility Expense Level (UEL)
 3. Rent Contributions
 4. Eligible Unit Months (EUMs)

The Public Housing Operating Fund appropriation is the stream of subsidy that makes the operation of low-income public housing possible. As mentioned in HUD's justification for this request, there are 1.1 million households currently being served by this funding source, and any cut thereto translates directly to disastrous results, such as those listed above. In Ventura, the HACSB operates 716 public housing units serving over 1,500 people. **Over 80% of the families served by the HACSB's public housing program earn 30% of the Area Median Income (AMI) or less.**¹ These are families that cannot afford rents in the high cost private rental market; without public housing, they would have to choose between overextending themselves to pay more of their income than they can afford for rent, or live in the streets. Additionally, the HACSB maintains a waitlist of **over 3,200 families**, who are waiting as long as **5 years** for a chance to obtain subsidized rental housing.

As described in the HUD justification, the amount requested would provide for a public housing operating subsidy that **falls short of the estimated need by a full 10%**. Operating Fund eligibility is determined based on four factors that reflect the actual cost of operating a housing unit. After years of reduced funding and last year's operating reserve offset, many PHAs will be unable to continue running public housing at acceptable levels. HUD describes the use of Public

¹ According to HUD, the Ventura County median income is \$86,700. The average annual income for HACSB public housing families is \$16,974, 19.6% of the median income or 109% of the 2013 Federal poverty level for a 2 person family.

Housing Operating Funds, but their justification leaves out a myriad of ordinary cost items beyond the operation of housing units that have no other funding source. For example, PHAs are obligated to further fair housing, including the provision of reasonable accommodations as well as oral and written translation services to limited English speakers, with no corresponding or additional source of funding. These unfunded mandates place additional strain on already diminishing resources.

Typical Operating Fund Expenses:

1. Day-to-Day management and operations (reliability intake leasing);
2. Maintenance (including tradespeople);
3. Energy costs;
4. Security costs;
5. Supportive services to residents, including service coordinators;
6. Resident participation activities;
7. Insurance; and
8. Fair Housing (Disability and Language Access).

In the current statutory and regulatory environment, PHAs are put in an impossible situation. We are required to operate under an “**Asset Management Model**” based on private property management in the market rate rental housing market, but are simultaneously burdened with “a significant level of administrative and program implementation requirements that go well beyond the activities that other real estate owners and operators, including those in

other HUD supported multifamily programs, must perform.”² Compound this reality with a **current funding proration level of 73%** of the Public Housing Operating Fund, prior years of drastically inadequate funding, continued deferral of maintenance and capital needs, the **raid of PHA reserves by HUD**, and a request that will only allow **90% prorated funding**, and you can see that PHAs across the country will be unable to function properly. As long as policy makers continue to expect performance from PHAs that is comparable to private sector counterparts, funding should provide for that level of service, which includes an ability to build reserve balances without fear of losing them to HUD or maintain full staffing levels without furloughs to accomplish all the intake, verification, and processing work required by 42 U.S.C. 1437, et seq.

The only possible outcome of HUD’s FY14 request is declining performance indicators for PHAs nationwide under scoring factors that focus on Asset Management performance standards on par with private sector for-profit management companies. PHAs will find creative new ways to cut costs and provide the crucial services demanded by our missions, but we will not likely be able to maintain the performance standards being demanded if funded at HUD’s requested level.

Public Housing Capital Fund

HUD’s Public Housing Capital Fund appropriation request is appallingly low by any acceptable measure or study of capital needs inventory-wide, particularly in light of declining funding balances over the past several years. The HACSB would recommend funding this appropriation at **\$4.0 Billion alone for formula capital grants**,³ with HUD’s other requests funded separately. Such a funding amount would still do little to bring the nation’s housing stock current on unmet

² HUD Public Housing Operating Fund 2014 Summary Statement and Initiatives, J-4.

³ See HUD Public Housing Capital Fund 2014 Summary Statement and Initiatives, K-3. This would be 204% higher than HUD’s formula grant request.

existing capital needs, estimated at over \$25 Billion,⁴ but it would be closer to industry estimates as necessary to accommodate the annual capital need accrual.

In the case of the HACSB, under HUD's formula capital grant allocation to our 716 units, the agency received less than \$1 Million. This amount of funding is insufficient to accomplish major systems or physical plant projects and thus has to be pooled over years to accomplish major overhauls. With an inventory of units that are almost all older than the 1970s, this allocation is insufficient, and will only continue to decrease going forward. Our participation in the RAD program will reduce the number of public housing units going into the formula calculation, dropping our future grants significantly.

PHAs and our partners need certainty in future grant allocations in order to access and leverage private capital, which is the only conceivable avenue to meet the ever-growing capital needs. Increasing Capital Fund grants will draw more private funding and reduce future appropriation needs for a number of years to come; **it is nearly guaranteed that every dollar provided can be multiplied in leveraged financing arrangements by PHAs across the country.** For example, the HACSB RAD project will leverage HUD funds at a ratio of 4 to 1.

Tenant-Based Rental Assistance

HUD's appropriation request for the Section 8 program, both Housing Assistance Payment (HAP) funds and Administrative Fee funding, fall short of actual needs and should be increased to the maximum extent practicable. The HACSB would recommend HAP funding of at least **\$18.5 Billion** and Administrative Fee funding of **\$2.0 Billion**, increases of 3% and 18% respectively, in order to provide for the actual amount of HAP obligations that will be outstanding in the coming year⁵ and to repair the fiscal damage inflicted by funding shortfalls provided under the 2013 Continuing Resolution that has decimated PHA administrative fee reserves and forced 29 PHAs to return their HCV programs last year alone.⁶ The HACSB request would prevent some of the following unacceptable results: 1) freezing issuance of new vouchers to families on waiting lists; 2) reduction of number of families served nationwide; 3) selective non-compliance with statutory/administrative regulations; 4) PHA employee furloughs and layoffs; 5) elimination of otherwise unfunded beneficiary services programs; 6) disinvestment in the neediest neighborhoods; 7) closure of small Section 8-only PHAs; and 8) return of VASH Vouchers funded by cut administrative fees.

The HAP funding appropriation is the stream of subsidy that makes the operation of Section 8 voucher programs possible. As mentioned in HUD's justification for this request, there are 2.2 million households currently being served by this funding source, and any cut thereto translates directly to disastrous results, such as those listed above. In Ventura, the HACSB administers over 1,300 vouchers serving over 2,600 people. **Over 81%** of the families served by the HACSB's public housing program **earn 30% of the Area Median Income (AMI) or less.** These are families that cannot afford rents in the high cost private rental market; without rental assistance, they would have to choose between overextending themselves to pay more of their

⁴ Capital Needs in the Public Housing Program, Abt Associates Inc., November 24, 2010.

⁵ Rather than relying on assumed savings that will require other Acts of Congress to realize.

⁶ See HUD Tenant-Based Rental Assistance 2014 Summary Statement and Initiatives, G-2.

income than they can afford for rent, or live in the streets. Additionally, the HACSB maintains a waitlist of **nearly 6,000 families**, who are waiting **5-7 years** for rental assistance.

HUD's request, which would result in HAP shortfalls **absent legislative reform**, could continue the current trends whereby PHAs are freezing voucher issuance and cancelling HAP contracts to avoid overextension. Every HAP contract represents an obligation of the PHA to pay a landlord in the private rental market, and failure to provide funding not only forces PHAs to renege on these obligations, but destroys confidence in the program and results in tenant eviction beyond the control of program beneficiaries. This leads to increased housing cost burdens on extremely low income families, increased homelessness, and decreased housing choices. Currently, HAP payments are being provided at **94% eligibility**. The HACSB is holding vouchers as they become available by attrition since leasing them would cause HAP funding shortfalls. We project **being unable to afford Section 8 HAP obligations entirely by January** if funding is not increased, particularly if landlords request rent increases to which they are legally entitled.

While HAP funding is used to fund rental assistance obligations to landlords, the Administrative Fee funding appropriation is used to fund PHA management and operations. PHAs use administrative fees to fund all the statutory and regulatory program compliance, monitoring, evaluation, and management functions imposed on the Section 8 program. Administrative fees have been continually cut over the last several years since HUD has been unable to provide adequate justifications for full funding and is unable to this day to respond to the simple question: "**How much does it cost to administer a Section 8 voucher?**" While HUD might not be able to answer this question without completion of "an in-depth time-and-motion study", PHAs can assure you that funding only the HUD requested amount, which will result in an **82% prorated amount, is simply not enough**. Congress and HUD will continue to experience closure of Section 8 programs nationwide at these funding levels, and will see returns of VASH vouchers, since they must be supported by Section 8 administrative fees.

The HACSB appreciates the opportunity to provide the House Appropriations Subcommittee on Transportation, Housing and Urban Development with the agency's position on the FY 2014 HUD Budget Request. We respectfully request that you **amend** the appropriations and **pass** them favorably, and we thank you very much for your dedicated support of our families and programs.



California Association of Housing Authorities

**Written Testimony of the California Association of Housing Authorities
Mary Ellen Shay, CAHA Manager**

**Before the Subcommittee on Transportation, Housing and Urban Development, and
Related Agencies
Committee on Appropriations
Regarding
FY 2014 Budget, Department of Housing and Urban Development (HUD)**

Thank you for the opportunity to present written testimony regarding the FY 2014 HUD budget. The California Association of Housing Authorities (CAHA) represents the 113 housing authorities in the State of California. Together, we administer approximately 320,000 Section 8 Housing Choice Vouchers for the elderly, disabled and families with children, partner with the Veterans Administration to provide housing vouchers for 8,100 homeless veterans, and own approximately 39,100 public housing units. In addition, we provide housing and supportive services to thousands of very low income households under an array of other HUD and non-HUD programs, including the Low Income Housing Tax Credit. Our testimony pertains to the Housing Choice Voucher Program (HCV) and the Public Housing Program administered by HUD.

Housing Choice Voucher Program. The FY 2013 budget funded us at a 92.5% proration for the HCV Program. This is the lowest level in the 38-year life of the HCV Program. As a result, housing authorities are drafting procedures to terminate existing tenants from the HCV Program and HUD has estimated that 125,000 families nationwide could lose their housing assistance, some 15,700 in California. These are families who have already signed leases with their landlords—landlords who, likewise, are dependent on the HCV Program subsidy payments to make their mortgage payments. The mission of housing authorities is to *house* people, not terminate their assistance resulting in homelessness. We understand that increasing funding for the HCV Program to serve all potentially eligible families is not possible in these economic times. However, we ask that you provide sufficient funding in the FY 2014 budget to renew assistance to all *current* participants so that no family loses its housing.

HCV Program Administrative Fees. Housing authorities are paid according to a formula to administer the HCV Program. The FY 2013 budget funded us at a 69% proration which, like the HCV rental subsidy, is the lowest in the 38-year history of the Program's operation. While some may say that 100% of the formula is too rich, CAHA believes that no one can argue that 69% is sufficient.

The HCV Program Administrative Fee proration has been steadily decreasing over the last five years as follows: 2009 – 88%; 2010 – 93%; 2011 – 85%; 2012 – 80% and 2013 – 69%. To manage, housing authorities are doing lay-offs, mandating furloughs, cutting salaries and benefits and reducing office hours. According to the National Association of Housing and Redevelopment Officials (NAHRO), since FY 2003, the last time housing authorities received 100% of their Administrative Fee, 213 housing authorities have “handed back” their HCV Program to HUD or transferred it to another housing authority.

CAHA believes that it takes people to help people. Housing authority staff determine family eligibility and rent annually, maintain the waiting list, inspect every unit every year per HUD’s Housing Quality Standards, outreach to landlords, conduct criminal background checks, maintain program integrity and prevent fraud, and counsel families to find appropriate housing. These activities are labor intensive, particularly as the regulatory requirements are overly-burdensome and far in excess of what would be required to administer a sound, integrity-based HCV Program. In addition to restoration of the Administrative Fee funding to a 90% proration, CAHA respectfully asks that you include five regulatory relief measures in your deliberations:

1. **Biennial Inspections** – The HCV Program requires annual inspections of all subsidized units. Moving to a biennial schedule would reduce inspection work by 50%. Most Moving To Work (MTW) agencies have already successfully adopted initiatives that reduce unit inspections to a biennial schedule with special monitoring/sanctions for units that fail to meet standards.
2. **Biennial or Triennial Income Re-certifications for Fixed Income Households** – The HCV Program requires annual recertification of all participating households. However, approximately 50% of Section 8 households are elderly and/or disabled and typically have fixed incomes. Most MTW agencies have already successfully adopted initiatives that permit biennial or triennial re-certifications for fixed income households.
3. **Adoption of a National Waiver for Reduction of Payment Standards** – The HCV Program requires subsidy levels, called “payment standards,” pegged to 90-110% of local fair market rents (FMRs). When funding is insufficient, regulations permit housing authorities to apply to HUD for a waiver to reduce the payment standard below 90%. Each request is handled individually by HUD and takes a remarkable amount of time and resources to process. During this Section 8 funding crisis, CAHA requests that HUD process a nationwide waiver for payment standards as low as 80% for housing authorities with insufficient Section 8 funding from HUD to meet the subsidy requirements of their outstanding vouchers.
4. **Reduced Payment Standard Waiver Implementable Immediately** – Per HUD regulations, the waiver permitting a reduction in payment standards cited in #3 above may only be implemented over the course of 1-2 years. CAHA requests that the proposed nationwide waiver be implementable on an immediate basis.
5. **Treasury Offset Program** - The Treasury Offset Program is a centralized offset program, administered by the Financial Management Service's Debt Management Services, to collect delinquent debts owed to federal agencies and states, typically

through IRS refunds offset of another U.S. government-issued payment. Authorization for housing authorities to participate in the program would assist in the collection of debts owed by current or former HCV Program and Public Housing Program participants. Amounts recovered would become available for current program expenses. The State of California EDD already permits this activity at the state level.

Public Housing. The Public Housing Operating Fund is supposed to cover the difference between the rent paid by Public Housing residents and the housing authorities' cost to manage the housing. The Operating Fund was structured based on a cost study of well-managed multifamily housing done by Harvard University. Despite the study, however, over the last 10 years (except for ARRA funds provided in 2010) the Operating Fund has not been funded at 100% of the formula and in FY 2013 was at only 82%.

The President's FY 2014 budget requests \$4.6 billion for the Operating Fund. According to HUD, this figure represents 90% of estimated eligibility under the Operating Fund formula. CAHA respectfully asks that the Subcommittee appropriate Operating Funds at the 90% proration level at a minimum; full funding would be at \$5.17 billion.

The President's FY 2014 budget also requests \$2 billion for the Public Housing Capital Fund, which housing authorities use to make major capital improvements to their public housing. For FY 2013, the Capital Fund received only \$1.789 billion after accounting for the impact of sequestration, the lowest level in the history of the Public Housing Program. The President's budget anticipates that, after set-asides, approximately \$1.95 billion would be applied toward formula Capital Fund grants for FY 2014. This request continues to fall far short of the \$3.4 billion in annually accruing capital needs estimated by the 2010 Abt Associates' Capital Needs Assessment study commissioned by HUD. No funding to build additional, new Public Housing has been provided in years, so it is critical to preserve and sustain the Public Housing that exists. CAHA respectfully asks that the Subcommittee appropriate \$3 billion for the Capital Fund.

CAHA understands well our nation's budget issues and is poised to do its part. Other than full funding to protect all tenants currently receiving HCV Program assistance, all of our funding requests are for less than the formula amounts. The 5% cut imposed by sequestration does not necessarily sound unreasonable - but it is not just a 5% cut. It is 5% cut from the lowest amount historically appropriated for our housing programs and will have significant impacts on some of our country's poorest citizens.

Thank you for considering our requests.

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SOCIETY FOR AMERICAN ARCHAEOLOGY

**Testimony of the Society of American Archaeology
Before the House Appropriations Committee
Subcommittee on Transportation, Housing and Urban Development,
And Related Agencies
On the Federal Highway Administration's FY2014 Budget Request**

April 24, 2013

<u>Program Activity (in millions)</u>	<u>FY2013</u>	<u>FY2014 (request)</u>
Transportation Alternatives Program	\$808.7	\$819.9

The Society for American Archaeology (SAA) is pleased to present the following testimony in support of the president's FY2014 budget for the Transportation Alternatives Program (TAP). The request calls for \$819.9 million for TAP, an increase of \$11.2 million from FY2013.

SAA is an international organization that, since its founding in 1934, has been dedicated to the research about and interpretation and protection of the archaeological heritage of the Americas. With more than 7,000 members, SAA represents professional archaeologists in colleges and universities, museums, government agencies, and the private sector. SAA has members in all 50 states as well as many other nations around the world.

With the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Federal-aid Highway Program saw a major restructuring of its initiatives. One of these, the former Transportation Enhancements Program, was streamlined and consolidated with the Recreational Trails and Safe Routes to School Programs to form the new TAP.

TAP helps communities improve their transport-related spaces by matching federal funds with local money to carry out activities in conjunction with a transportation undertaking. Specifically, TAP activities mitigate the impacts of the building of transportation infrastructure, carry out work made necessary by the undertaking, increase access to transport options for citizens, and beautify transportation corridors.

There are ten activities eligible for funding under the formula portion of TAP. Though SAA supports all of them, two are of particular interest to our members—archaeological planning, research and surveys, which advance undertaking construction; and preservation of historic resources, including historic transportation facilities, affected by that construction. Under TAP and its predecessor program, more than \$1.5 billion in federal and matching dollars has been dedicated to archaeological and historic preservation projects since FY1992. This

funding has enabled localities to preserve and protect a broad spectrum of cultural resources, some of which have proven to be valuable assets to their economies.

In Maryland, for example, the State Highway Administration partnered with the Maryland Historic Trust and the U.S. Naval Heritage and History Command in 2010 to search for the site of the wreck of the U.S.S. Scorpion, which was lost in battle with the British on the Patuxent River during the War of 1812. With more than \$2 million from the then-Transportation Enhancement Program, and an additional \$2.3 million in state and local matching funds, a multi-year underwater archaeological dig recovered significant artifacts for use by museums and websites. Commemorative signage also was erected, and future plans include the construction of a coffer dam that will allow for dry excavation and enhance tourist visibility of the wreck.

SAA recognizes the difficult fiscal situation that confronts the nation. It is crucial that every federal dollar be spent wisely, and that this spending has maximum economic impact. TAP activity funds reach localities and help spur community development in ways that few other federal initiatives do. Further, under MAP-21 states now possess more flexibility on how to allocate their surface transportation grants. TAP monies will be more competitively and effectively awarded, going to those activities likely to have the most benefit.

We respectfully request the subcommittee support the president's FY2014 budget request for TAP.



April 24, 2013

The Honorable Tom Latham
Chairman
Transportation, Housing and
Urban Development Appropriations
2358A Rayburn House Office Building

The Honorable Ed Pastor
Ranking Member
Transportation, Housing and
Urban Development Appropriations
Longworth House Office Building

Dear Chairman Latham and Ranking Member Pastor,

The National Housing Trust (NHT) respectfully urges you to fully fund the Project-Based Section 8 program in the FY2014 Transportation, Housing and Urban Development Appropriations bill.

The National Housing Trust (NHT) is a 26 year old national nonprofit organization dedicated to the preservation and improvement of existing affordable rental housing. Through our work in real estate development and affordable housing finance, the Trust has helped save and improve more than 25,000 apartments in 41 states, leveraging more than \$1.5 billion in investment for affordable housing. The majority of these apartments have HUD subsidized mortgages or project-based rental assistance contracts.

As you are aware, the Project-Based Section 8 program provides critical rental assistance to over one million households across the country, in both urban and rural communities. Over 60% of the residents served by the program are low-income seniors or persons with disabilities. The private sector owners entered contractual obligations with the federal government to supply affordable apartments for low-income households rely on rental assistance to maintain a property's financial and physical feasibility and provide services to residents.

HUD is currently short-funding contracts, providing property owners less than the promised year of funding. Short-funding does not save the government taxpayer funds. It is simply a gimmick that shifts costs to future years. More importantly, it risks an increase in owner program opt-outs, thus ironically requiring an increase in funding for tenant protection vouchers.

In addition to providing long-term affordable apartments for some of the most vulnerable populations, the Project-Based Section 8 program encourages private investment in housing development, generates local jobs and is a valuable source of tax revenue for communities. According to HUD, this program supports over 100,000 annually and provides local communities \$460 million in property taxes.

Further, owners are able to leverage rental assistance contracts to secure private financing, enabling them to undertake rehabilitation and preservation projects. Short-funding can lead to erosion of lender and investor confidence, resulting in more demanding underwriting, increased transactional costs and limiting access to capital. According to HUD's FY2014 Congressional Justification:

"PBRA contracts act as a critical credit enhancement for project financing, allowing owners to leverage private debt and equity to permit project refinancing and recapitalization. The periodic refinancing of the debt underlying these projects assisted by PBRA generates significant capital available for investment in construction repairs and improvements."

Finally, short funding will potentially undermine FHA. According to HUD, there is \$13 billion in FHA insured debt underlying properties assisted by Project-Based Section 8 contracts.

The Section 8 funding of project based Section 8 dramatically reduces taxpayer expenditures in Medicaid, Medicare and emergency shelter and healthcare services. Project based Section 8 costs approximately \$8,000 annually, while Medicaid funded nursing homes cost the federal and state approximately \$50,000 annually. Further, long-term affordable housing reduces expenditures in emergency healthcare services and emergency shelters by \$10,000 a year.

While HUD's FY2014 budget request is an increase from the FY2013 enacted level, it is still insufficient to end short-funding in FY2014.

Secretary Donovan indicated at the hearing on April 17th that an additional \$1.2 billion is needed to fully fund contracts for 12 months in FY14, stating:

"...HUD will be short on funding for contracts in FY13 and will be forced to short-fund contracts in FY14. The account will be \$1.2 billion short if sequestration is not reversed. If Congress does not appropriate the money, we will short-fund the contracts...Owners will start to opt-out and HUD will lose affordable housing."

There are 22,408 apartments supported by this program in districts that are represented by members on your subcommittee. Below is a chart that provides district specific information:

Subcommittee Member	Project-Based Section 8 Units in District
Rep. Tom Latham	2,795
Rep. Frank Wolf	550
Rep. Charles Dent	3,032
Rep. Kay Granger	1,038
Rep. Tom Cole	2,439
Rep. Jaime Herrera	1,624
Rep. David Joyce	1,882
Rep. Ed Pastor	2,647
Rep. David Price	1,991
Rep. Mike Quigley	3,978
Rep. Tim Ryan	432

Under-funding in this program will leave many owners without the necessary resources needed to maintain properties, provide critical resident services and ultimately lead to a reduction in affordable apartments available to low-income households.

The National Housing Trust urges you to provide at least \$10.7 billion funding to the Project-Based Section 8 program in order to fully fund contracts for 12 months.

Sincerely,



Michael Bodaken
President

Rep. Elaine Nekritz, Illinois; Chair, MIPRC
 Tim Hoeffner, Michigan; Vice Chair, MIPRC
 Joan Bray, Missouri; Financial Officer, MIPRC
 Midwest Interstate Passenger Rail Commission
 701 E. 22nd Street, Suite 110
 Lombard, Illinois 60148
 630.925.1922
miprc@miprc.org

April 26, 2013

As officers of the **Midwest Interstate Passenger Rail Commission (MIPRC)**, and on behalf of MIPRC, we are pleased to submit this request to the **Subcommittee on Transportation, Housing and Urban Development, and Related Agencies regarding the fiscal year 2014 budget**. For Fiscal Year 2014, we are requesting the following be appropriated to the **Federal Railroad Administration**:

1. \$1 billion for the High Speed Intercity Passenger Rail (HSIPR) program (PRIIA Sections 301, 302 and 501);
2. \$500 million for the TIGER program (ARRA Title XXII);
3. \$1 million to continue the efforts of the Next Generation Equipment Committee (PRIIA Section 305);
4. \$100 million to assist in implementation of Positive Train Control (PRIIA Section 105);
5. \$300 million for a state corridor program (PRIIA Section 209); and
6. \$25 million for the Rail Line Relocation & Improvement (RLR) Capital Grant Program (SAFETEA-LU Section 9002).

The Midwest Interstate Passenger Rail Commission is a ten-state interstate compact commission that promotes, coordinates and supports regional improvements to passenger rail service. Our member states include Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio and Wisconsin. We believe that intercity passenger rail is playing a critical role in the region's transportation network. Thereby, rail projects need a federal partnership with states, similar to that of other modes of transportation, to assist with the capital investments necessary to build a modern, efficient passenger system in the Midwest.

The Midwest is a testament to the fact that people increasingly want the option to take the train, especially with more frequent and reliable service. Ridership on existing corridor service (100-600 miles) in the Midwest has been growing rapidly. In FY 2012, ridership on the nine Midwestern corridor routes combined was almost 3.2 million, double the number of riders on those routes in FY 2004 (*please see Table 1 on page 4*). Five-year growth (between FY 2007 and FY 2012) was 35 percent (*please see Table 2 on page 4*).

Federal funds awarded to our states beginning in FY 2009 have allowed for the development of the first phase of the Midwest Regional Rail System – a 3,000-mile, nine-state passenger rail system plan to implement a network of faster, more frequent regional service (up to 110 mph) in 100- to 500-mile corridors, with its hub in Chicago (*please see map on page 5*). This development is already bringing significant economic development and jobs to our region.

The full build-out of the MWRRS is expected to have an overall economic benefit of \$23 billion while creating more than 57,000 permanent jobs.

On behalf of our Midwestern states, we ask that appropriations be included for intercity passenger rail (the HSIPR, TIGER, NGE, PTC and RLR programs) within the FY 2014 budget of the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies to allow for our Midwestern states – and other states – to continue to develop this important travel mode. Explanations for each of the six requests are included below. We thank you for your consideration.

1. \$1 billion for the High Speed Intercity Passenger Rail (HSIPR) program (PRIIA Sections 301, 302 and 501)

With no earmarks and a stress on “readiness to proceed,” awards should be made competitively with a mandate to be spent promptly. Ten percent of the funds made available should be used for state and multistate planning.

Funds made available under PRIIA through the federal High Speed Intercity Passenger Rail (HSIPR) program in FY 2009 and FY 2010 are allowing the Midwest to begin implementing the first phases of a plan to bring faster, more frequent passenger rail service to the region. For example, HSIPR funds awarded to Illinois and Michigan have already enabled 110 mph service on portions of the Chicago to Detroit and the Chicago to St. Louis routes. On-time performance has improved dramatically on the St. Louis to Kansas City corridor by addressing key chokepoints along that route. In addition, necessary planning and environmental work on several other Midwestern corridors – including Chicago to Minneapolis/St. Paul, Minneapolis/St. Paul to Duluth, MN, and Chicago to Omaha – has been made possible through the federal/state partnership provided for intercity passenger rail under PRIIA.

Multistate planning and coordination have been a fundamental aspect of our region’s business plan for intercity passenger rail from the beginning. While it is challenging to prioritize and harmonize a significant number of high-value projects, such an approach leads to greater efficiency and a higher return on investment.

Especially since no additional funding for the HSIPR program was appropriated in FY 2011, FY 2012 or FY 2013, our states need funds for this important program to be appropriated in FY 2014 so we can continue the next phase of planning and construction.

2. \$500 million for the TIGER program (ARRA Title XXII)

We support \$500 million for the TIGER program, which has funded an array of critical projects. We would urge that again in FY 2014, the emphasis be placed on awards based on a rigorous benefit-cost analysis.

3. \$1 million to continue the efforts of the Next Generation Equipment Committee (PRIIA Section 305)

PRIIA Section 305 has helped both to stimulate the American railcar manufacturing industry and to begin the process of bringing a new generation of equipment on line. This highly successful effort should receive \$1 million to continue its efforts. Section 305 called for the establishment of the Next Generation Corridor Equipment Pool Committee (NGEC) “to design, develop specifications for, and procure standardized next-generation corridor equipment.” Since its inception in 2010, the NGEC has developed and adopted five specifications for next generation rail equipment and has initiated a ground-breaking multistate procurement for next generation bi-level passenger rail cars for California, Illinois, Michigan, Missouri and Iowa. A second multistate procurement, also for the Midwestern states, California and Washington, is currently under way for the manufacture of diesel-electric locomotives. By providing publicly-available standardized specifications, the NGEC has created a common platform from which multiple states can procure rail equipment. The standardized specifications make it possible to buy equipment faster, at a lower cost, and with lower future costs relating to maintenance, rebuilding and the purchase of additional equipment. NGEC-developed specifications are available to all competitors in the rail equipment marketplace. That means equipment procured will expand employment in production, supply and manufacturing industries in the United States. FY 2014 funding will allow for maintaining and updating current specifications and for fostering additional procurements.

4. \$100 million to assist in implementation of Positive Train Control (PRIIA Section 105)

The implementation of positive train control is a daunting task for all concerned; we ask that Congress provide \$100 million to assist in this vital effort. Not only is the cost of nationwide PTC installation expected to be more than \$10 billion, questions remain as to the reliability and maturity of the technology for all forms of mainline freight trains and high density environments

5. \$300 million for a state corridor program (PRIIA Section 209)

Implementation of the uniform methodology for charging states for passenger rail service on corridors less than 750 miles (required under PRIIA Section 209) begins in October 2013. We strongly support \$300 million for a five-year state corridor program. These funds would be used both to purchase new equipment and to provide marginal funding for the implementation of PRIIA Section 209. The implementation of 209 did not start immediately after passage of the legislation in 2008, nor is it by any means complete. It is critical to note that \$300 million would be for the delta between the amount currently paid by the state and the amount agreed to under the requirements of Section 209 and negotiations between the state and Amtrak, the current provider.

6. \$25 million for the Rail Line Relocation & Improvement Capital Grant Program (SAFETEA-LU Section 9002)

The Rail Line Relocation & Improvement Capital Grant Program (RLR) has assisted rural communities to meet safety and operational challenges. These improvements have strengthened the overall rail network. We recommend that the program receive \$25 million.

**Table 1: Ridership Growth on Corridor Service in the Midwest
FY 2004-FY 2012**

Ridership on Corridor Service in the Midwest:

Eight year growth was 99 percent

Route	Eight-Year Growth (FY 04 to FY 12)*	Average Annual Growth (FY 04 to FY 12)*	FY 12	FY 04
Chicago-St. Louis (Lincoln & Texas Eagle service)	217%	27%	675,295	212,999
Kansas City-St. Louis (Missouri River Runner service)	53%	7%	195,885	128,084
Chicago-Milwaukee (Hiawatha service)	82%	10%	838,355	460,430
Chicago-Detroit/Pontiac, MI (Wolverine service)	32%	4%	484,138	366,291
Chicago-Grand Rapids, MI (Pere Marquette service)	25%	3%	109,321	87,767
Chicago-Port Huron, MI (Blue Water service)	100%	13%	189,193	94,398
Chicago-Carbondale, IL (Illini, Saluki & City of New Orleans services)	230%	29%	374,268	113,281
Chicago-Quincy, IL (Il Zephyr, Carl Sandburg, Southwest Chief & California Zephyr services)	144%	18%	265,307	108,856
Chicago-Indianapolis (Hoosier State service)	104%	13%	36,669	17,934
Midwest Totals*	99%	12%	3,168,431	1,590,040

Source: Amtrak

* Compiled by MIPRC

**Table 2: Ridership Growth on Corridor Service in the Midwest
FY 2007-2012**

Ridership on Corridor Service in the

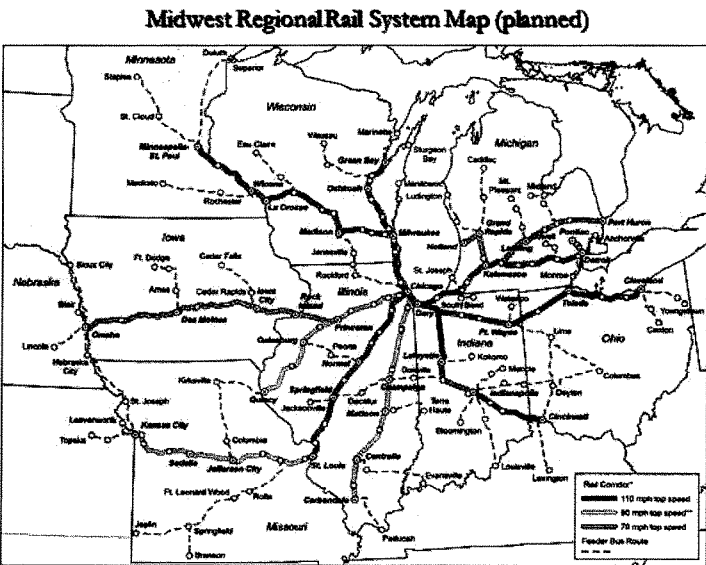
Midwest: Five year growth at 35 percent

Route	Frequency FY 2012	Five-Year Growth (FY 07 to FY 12)*	Average Annual Growth (07 to 12)*	Percent Change FY 11 to FY 12	FY 12	FY 11	FY 07
Chicago-St. Louis (Lincoln & Texas Eagle service) ¹	5 daily	41%	8%	10.8%	675,295	609,730	477,888
Kansas City-St. Louis (Missouri River Runner service)	2 daily	68%	14%	5.3%	195,885	186,077	116,517
Chicago-Milwaukee (Hiawatha service)	7 daily	41%	8%	2.3%	838,355	819,493	593,075
Chicago-Detroit/Pontiac, MI (Wolverine service)	3 daily	8%	2%	-3.8%	484,138	503,290	449,107
Chicago-Grand Rapids, MI (Pere Marquette service)	1 daily	4%	1%	2.5%	109,321	106,662	104,819
Chicago-Port Huron, MI (Blue Water service)	1 daily	48%	10%	1.1%	189,193	187,065	127,642
Chicago-Carbondale, IL (Illini, Saluki & City of New Orleans services) ¹	3 daily	42%	8%	5.2%	374,268	355,811	263,809
Chicago-Quincy, IL (Il Zephyr, Carl Sandburg, Southwest Chief & California Zephyr services) ¹	3.5 daily	36%	7%	4.2%	265,307	254,492	194,535
Chicago-Indianapolis (Hoosier State service)	4 per week	39%	8%	-1.6%	36,669	37,249	26,347
Midwest Totals*	N/A	35%	7%	3.5%	3,168,431	3,059,869	2,353,739

Source: Amtrak

¹ Texas Eagle, City of New Orleans, Southwest Chief and California Zephyr ridership numbers are included only to the extent that the ridership is applicable to stop on the corridor (e.g. ridership on the Texas Eagle outside of the Chicago-St. Louis corridor is not included).

* Compiled by MIPRC



**Testimony of Saul N. Ramirez, Jr., CEO, National Association of Housing and
Redevelopment Officials (NAHRO)
Subcommittee on Transportation, Housing and Urban Development and Related Agencies
Department of Housing and Urban Development (HUD)
April 26, 2013**

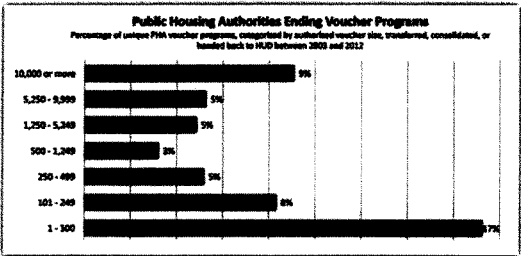
Chairman Latham, Ranking Member Pastor, members of the Transportation, Housing and Urban Development and Related Agencies Subcommittee; thank you for providing an opportunity for outside witnesses to testify with respect to the FY 2014 HUD budget. The National Association of Housing and Redevelopment Officials (NAHRO) is one of the nation's oldest housing advocacy organizations. It represents over 3,100 housing and redevelopment authorities nationwide who provide decent, safe and affordable housing in neighborhoods of quality for well over 2 million families -- including senior citizens, the disabled and our nation's veterans. Our members are on the front lines every day assisting to assist vulnerable families and the homeless in both urban and rural America. They know what works, what does not and why; they are mission-driven and they remain, following decades of service to the community, an essential component of the nation's housing delivery system. Our total funding request for HUD programs administered by housing and redevelopment authorities is approximately \$37.9 billion, not including full funding for Section 8 Project-Based Rental Assistance. A more detailed breakdown of our funding requests by program is provided in the chart on page 5.

Our national network of housing and community development (HCD) professionals stands ready to use taxpayers' dollars wisely and with integrity to move us closer to a nation in which all people have decent, safe, affordable housing and economic opportunity in viable, sustainable communities. NAHRO calls upon the Administration and the Congress to provide responsible funding levels for the core federal HCD programs that serve low- and moderate-income families at the local level. Recognizing the fiscal realities you face, NAHRO also aggressively seeks a more rational, less administratively burdensome regulatory environment. NAHRO supports reforms, including essential statutory reforms under the purview of the Banking, Housing and Urban Affairs Committee, which will allow local agencies to stretch federal investments further, house more families, and pursue targeted community and economic development activities with the potential to transform neighborhoods and communities.

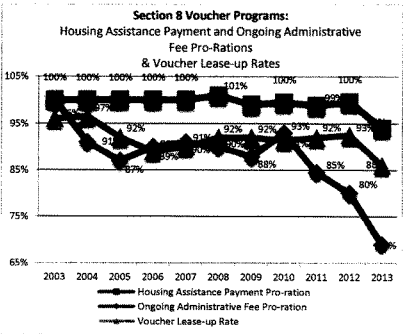
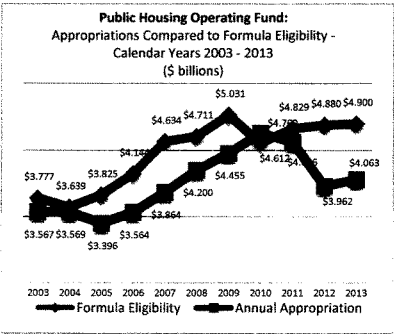
Tipping Point

Our efforts as a nation to reduce the current federal deficit are important and well-intended. Unfortunately, their serious (though unintended) consequences are now affecting vulnerable families who would be homeless without the assistance they now receive through programs managed by NAHRO members. Limited 302B allocations to this Subcommittee over many years, coupled with spending caps implemented as a result of the Budget Control Act of 2011, disproportionate reductions in domestic discretionary dollars and the March 1 sequester, have resulted in historically low funding prorations for such things as voucher program administration

and the public housing operating fund. Underfunding, coupled with a lack of regulatory relief, has finally brought us to a tipping point. Increasing numbers of housing authorities have advised or must soon advise vulnerable families currently receiving housing assistance payments that they can no longer assist them. More and more housing authorities are returning vouchers — including VASH vouchers — to HUD because they can no longer afford to administer the program (see chart below).



In addition, structural decisions impacting housing programs, such as the ill-timed reduction in public housing authority reserves in FY 2012, have put many housing authorities in a vulnerable position. Under current funding scenarios, some housing and redevelopment agencies — notably smaller entities in rural areas -- will in time be forced to close their doors. They will no longer be able to assist those who currently rely on them, much less families who have been on public housing and Section 8 waiting lists for many years.



Building on the valiant efforts of this Subcommittee to provide necessary dollars within the context of reduced allocations coupled with larger budget pressures, housing and redevelopment authorities have done more with less for years. The 2014 THUD appropriation provides us with an opportunity and a real challenge to deal with the current set of facts on the ground in far too many communities across the nation. A return to “regular order” in the Congress must be

coupled with a return to fiscal policies that recognize our nation's core values — notably our decades-long commitment to a decent home and suitable living environment for all Americans. In this spirit we respectfully urge your consideration and ultimate adoption of following principles:

- Preserve and revitalize the public housing inventory
- Reform, strengthen and adequately fund the Section 8 program
- Fully fund community and economic development programs
- Enact small housing authority reforms
- Expand the supply of affordable housing
- Fully fund homeless assistance grant programs
- Improve the regulatory environment for HCD agencies

Program-Specific Recommendations

We hope this Subcommittee, in conjunction with your colleagues on the Banking Committee, will let these recommendations guide your work in the formulation of funding decisions and necessary reforms for core HUD programs managed by our members. Our own FY 2014 funding recommendations can be found on page 4 of our testimony. For more detail, NAHRO's 2013 Legislative and Regulatory Agenda is available online at: www.nahro.org/sites/default/files/searchable/2013Agenda.pdf.

Public Housing

- Provide full funding for the operating costs and annual capital accrual needs of public housing through direct appropriations.
- Enable greater flexibility to direct available resources toward their highest priority needs, regardless of funding source.
- Seek dedicated resources for the revitalization of severely distressed public housing properties.
- Unlock the value of public housing assets by providing PHAs with a variety of tools to leverage and invest in the preservation of their properties.
- Provide in statute for the establishment of protected capital reserve accounts to allow PHAs to plan responsibly for future needs.
- Improve tools designed to allow PHAs to steward their portfolios as true asset managers, including HUD's demolition and disposition regulations.
- Provide enhanced incentives for energy efficiency upgrades.

Section 8

- Provide appropriations sufficient to renew vouchers at actual rental assistance costs for all participating households and full funding for ongoing and special administrative fees as provided in Section 8(q) of the U.S. Housing Act as amended by the Quality Housing and Work Responsibility Act of 1998.

- Provide for a voucher funding formula that is based on the number of families served and voucher costs for the most recent calendar year for which data are available.
- Restore a responsible level of administrative fee funding under voucher programs.
- Provide for new authority to allow PHAs to utilize a portion of their Housing Assistance Payment Reserves to cover unmet administrative expenses related to leasing and retaining leased households.
- Enact meaningful voucher program reform legislation.
- Enable the immediate implementation of long-overdue regulatory and administrative reforms that will allow for the more efficient use of resources in voucher programs.
- Provide for a responsible level of funding for the renewal of Section 8 multi-family project-based rental assistance (PBRA) contracts.
- Maintain a level playing field in the competition for contracts under the Section 8 Performance-Based Contract Administrators initiative.

Community and Economic Development

- Restore funding for CDBG to ensure the success of state and local efforts to spur job creation and retention, provide vital public services, and expand affordable housing opportunities for low- and moderate-income families and individuals.
- Provide funding for the Sustainable Housing and Communities Initiative separate from and not as a set-aside under the CDBG program.
- Cover the credit subsidy for HUD's Section 108 loan guarantee program, and increase the loan guarantee limit to \$500 million as previously proposed by the Administration.
- Restore dedicated funding for HUD's Brownfields Economic Development Initiative.
- Restore a responsible level of funding for the HOME Program.
- Enact a budget neutral mandatory funding source for the Housing Trust Fund.

Thank you again for the opportunity to testify. We look forward to discussing our funding recommendations with this Subcommittee in greater detail.

NAHRO

Recommended FY 2014 Funding Levels for Selected HUD Programs

[Brackets] and italicized text indicate set-asides/sub-accounts.

Program (\$ Millions)	FY 2013		FY 2014	
	Enacted ^a	Sequestration ^b	Proposed ^c	NAHRO ^d
Public Housing Operating Fund	\$4,253	\$4,054	\$4,600 ^e	\$5,168 ^f
Public Housing Capital Fund	\$1,871	\$1,777	\$2,000	\$3,750
ROSS Program	[\$50]	[\$47]	\$0	\$50
Emergency Capital Needs	[\$20]	[\$19]	[\$20] ^g	\$20
Choice Neighborhoods Initiative	\$120	\$114	\$400	\$400 ^h
Rental Assistance Demonstration	-	-	\$10	
Tenant-Based Rental Assistance	\$18,901	\$17,964	\$19,989	
Section 8 HAP Renewals	[\$17,207] ⁱ	[\$16,349]	[\$17,968] ^j	\$18,540
Ongoing Administrative Fees	[\$1,322]	[\$1,258]	[\$1,635]	\$1,994
Additional Administrative Fees	[\$50] ^k	[\$48]	-	\$50
Tenant Protection Vouchers	[\$75]	[\$71]	[\$190]	\$150
Incremental HUD-VASH Vouchers	[\$75]	[\$75]	[\$75]	\$75
Family Self-Sufficiency FSS Coordinators	[\$80]	[\$57]	[\$75] ^l	\$87
Sec. 8 Project-Based Rental Assistance	\$9,324	\$8,553	\$10,232	Fully Fund ^m
Community Development Fund	\$3,301	\$3,135	\$3,143	
Community Development Block Grant Program	[\$3,242]	[\$3,078]	[\$2,798]	\$3,300
Neighborhood Stabilization Initiative	-	-	[\$200]	
Integrated Planning and Investment Grants	-	-	[\$75]	
Section 108 Loan Guarantees	\$594	\$594	\$0 ⁿ	\$12
HOME Investment Partnerships Program	\$998	\$948	\$950	\$1,600
Housing Opportunities for Persons with AIDS	\$331	\$315	\$332	\$365
Homeless Assistance Grants	\$2,029	\$1,933	\$2,381	\$2,381

^a Enacted levels from Consolidated and Further Continuing Appropriations Act, 2013, as signed by the President on March 22, 2013. Figures reflect application of 0.2 percent across-the-board cut as required by the legislation.

^b Figures reflect 5 percent across-the-board sequestration reductions as calculated by the Office of Management and Budget on March 1, 2013.

^c Obama Administration's proposed budget for FY 2014. Figures do not reflect proposed Transformation Initiative set-asides.

^d NAHRO recommendations are for standalone/line-item funding. Blank indicates no position.

^e The budget proposes to reduce eligibility by a total of \$63 million through changes to flat rent and the medical expense deduction threshold.

^f NAHRO's recommendation assumes that eligibility is determined according to current statutes and regulations governing such calculations.

^g Proposes the elimination of safety and security measures as an eligible use of funding.

^h NAHRO's support for this funding level is contingent upon responsible funding levels for the Operating and Capital Funds and the enactment of authorizing legislation requiring that two thirds of each year's funding be awarded to projects where PHAs are the lead or co-applicants.

ⁱ The Act authorizes the use of HAP adjustment fund "for PHAs, that despite taking reasonable cost savings measures, as determined by the Secretary, would otherwise be required to terminate participating families from the program due to insufficient funds."

^j Assumes \$235 million in savings from proposed changes to income targeting, minimum rents, and the medical expense deduction threshold, and the determination of utility allowances. Also assumes an unspecified amount of indirect funding through offsets of "excess" HAP Reserves from non-MW PHAs and MW PHAs.

^k The Administration proposes eliminating the Section 8 FSS set-aside in favor of a standalone consolidated program to serve Public Housing and Section 8 HCV residents.

^l The Act authorizes the use of "unobligated balances, including recaptures and carryover, remaining from funds appropriated" for FY 2013 and prior years under the headings of "Housing Certificate Fund," "Annual Contributions for Assisted Housing," and "Project-Based Rental Assistance" for "renewal of or amendments to section 8 project-based contracts and for performance-based contract administrators."

^m NAHRO supports a stable, reliable subsidy stream in the form of full 12-month contract renewal funding.

ⁿ In lieu of appropriations, the Administration proposes collecting a fee from borrowers to cover the program's credit subsidy costs.

April 16, 2013



NATIONAL CONGRESS OF AMERICAN INDIANS

NCAI WRITTEN TESTIMONY TO U.S. HOUSE OF REPRESENTATIVES COMMITTEE ON APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES FOR FISCAL YEAR 2014

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On behalf of the National Congress of American Indians (NCAI), thank you for the opportunity to provide testimony about our views on proposed funding for U.S. Department of Housing and Urban Development (*Native American Housing Block Grant; Title VI Loans Program Account; Indian Housing Loan Guarantee Fund; and Indian Community Development Block Grant*); and the U.S. Department of Transportation (*Tribal Transportation Program; Tribal Technical Assistance Programs; Public Transportation on Indian Reservations; Highway Traffic Safety Grant*) in the President's FY 2014 budget request. NCAI is the oldest and largest national organization in the United States and is steadfastly dedicated to protecting the rights of tribal governments and advancing the welfare of Indian people.

Infrastructure development is critical to economic development, recovery, creating jobs, and improving living conditions for individuals and families in Indian Country. NCAI is aware of the challenging budgetary constraints that Congress faces. NCAI applauds the Administration's many proposals for FY 2014 to continue to make investments in Indian Country. NCAI looks forward to working with members of this Appropriations Subcommittee to enhance investments in infrastructure development such as housing and transportation.

Infrastructure development is a necessary link to provide stability for and safety to tribal families. Tribes have increased capacity to address the disturbing housing and infrastructure conditions in Indian Country through developing and managing their own programs and in many cases leveraging Department of Housing and Urban Development funding. In addition, building a transportation infrastructure system that allows for safe travel and promotes economic expansion will help us strengthen our tribal communities, while at the same time making valuable contributions to much of rural America. Surface transportation in Indian Country involves thousands of miles of roads, bridges, and highways. It connects and serves both tribal and non-tribal communities.

HOUSING: U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Housing continues to be a critical infrastructure for Indian tribal governments, while there has been some significant strides have been made in recent years, Indian tribes, Alaska Native, and Native Hawaiian communities still continue face some of the most substandard and overcrowding housing conditions.

The current authorization of the Native American Housing Assistance and Self-Determination Act of 2008 (NAHASDA) is set to expire in September 2013. This legislation authorizes Indian tribal governments to develop, construct and maintain

housing for its members, and has transfigured how federal housing assistance is made available to Native communities. The NAHASDA consolidates existing housing funds into a single block grant—the Indian Housing Block Grant—and enabled the role of

Indian tribes to the design and implement tribal housing and other community development infrastructure programs. The NAHASDA has resulted in tens of thousands more housing units being constructed as well as increased tribal capacity to address related infrastructure and economic development challenges.

The NAHASDA authorizes several programs and activities that are in dire need of additional funding. These include Indian Housing Block Grant; Indian Community Development Block Grant; Sections 184 and 184A Guaranteed Loan Program; Title VI Guaranteed Loan Program; NAHASDA's Training and Technical Assistance Funding; and Title VIII Housing Assistance for Native Hawaiians.

The NCAI FY 2014 Indian Country Budget Request for Indian housing includes the following recommendations:

- **Fund the Indian Housing Block Grant (IHBG) at \$650 million.**
- **Fund the Indian Community Development Block Grant at \$60 million.**
- **Fund Title VI of the Native American Housing Assistance and Self Determination Act of 1996 at \$2 million.**
- **Fund the Section 184 Program at \$7 million.**
- **Fund NAHASDA's Training and Technical Assistance at \$2 million.**
- **Fund Title VIII's Native Hawaiian Housing Block Grant at \$1 million.**

TRANSPORTATION: U.S. DEPARTMENT OF TRANSPORTATION

Transportation infrastructure development is critical to economic development, creating jobs, and improving living conditions for individuals and families in Indian Country, and the millions of Americans who travel through our reservations every day. Construction of transportation systems that allows for safe travel and promotes economic expansion will help us strengthen our tribal communities while at the same time making valuable contributions to much of rural America. Surface transportation in Indian Country involves thousands of miles of roads, bridges, and highways. It connects and serves both tribal and non-tribal communities.

In July 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) was enacted into law, and this two-year bill authorized the transportation programs. MAP-21 reorganized the transportation programs for Indian tribal governments by establishing and consolidating the Tribal Transportation Program (formerly Indian Reservation Programs); and established a formula based distribution for the Public Transportation on Indian Reservation, the formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.

In order for Indian tribal governments to be prosperous tribal nations, Indian tribal governments must build a transportation infrastructure that allows safe travel and promotes economic expansion. Transportation infrastructure is critical to connecting people within their tribal communities and to other surrounding area in strengthening greater economic development and improved delivery of tribal government services. Within the Tribal Transportation Program (TTP), there are over

160,000 miles of roads in Indian Country, and are owned by the BIA, Indian tribes, States and Counties. However, these roadways are still the most underdeveloped road network in the nation, even though it is the primary transportation way for all residents of and visitors to American Indian and Alaska Native communities.

Theses insufficient road conditions make it very difficult for tribal community residents to travel to hospitals, stores, schools, and employment centers. The poor condition of these roads, bridges and transit systems jeopardizes the health, safety, security and economic well-being of our Tribal members and the traveling public. Tribal roads and bridges are often in such disrepair that children are prevented from attending school, sick and injured people are prevented from reaching hospitals, and emergency responders are delayed in providing timely assistance to people in need.

Tribal communities are vulnerable by unsafe and often inaccessible roads, bridges, and ferries, and suffer injury and death by driving and walking along reservation roadways at rates far above the national average.ⁱ Over the past 25 years, 5,962 fatal motor vehicle crashes occurred on Indian reservation roads, with 7,093 lives lost. While the number of fatal crashes in the nation declined 2.2 percent during this time period, the number of fatal motor vehicle crashes per year on Indian reservations increased 52.5 percent.ⁱⁱ Adult motor vehicle-related death rates for American Indians/Alaska Natives are more than twice that of the general population.ⁱⁱⁱ

MAP-21 brought major restructuring of transportation programs for Indian tribal governments it is still critical these transportation programs continue to assist tribal governments to be able to sustain and further develop their communities and economies.

NCAI requests that the Subcommittee consider the following FY 2014 funding recommendations:

- **Fund the Tribal Transportation Program at \$450 million.**
- **Fund the Tribal Technical Assistance Programs (TTAPs) at \$1 million.**
- **Fund the Public Transportation on Indian Reservation (Tribal Transit Program) at \$30 million.**
- **Fund the Highway Traffic Safety Grant (Section 402) (which is administered as the Indian Highway Program by the Bureau of Indian Affairs) at \$4.7 million**

ⁱ U.S. Department of Transportation. (2004). *Pedestrian safety in Native America*. Washington, DC: Author.

ⁱⁱ U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA). *Fatal motor vehicle crashes on Indian Reservations, 1975-2002*. (2004, April). Washington, DC: Author.

ⁱⁱⁱ U.S. Department of Health and Human Services, Centers for Disease Control. (n.d.) *Injuries among American Indians/Alaska Natives (AI/AN): Fact Sheet*. Retrieved November 13, 2009, from www.cdc.gov/MotorVehicleSafety/native/factsheet.html.



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**Statement of
The American Society of Civil Engineers
On The Fiscal Year 2014
Transportation Programs**

**United States House of Representatives
Subcommittee on Transportation, Housing and Urban Development, and Related
Agencies
Committee on Appropriations**

April 24, 2014

The American Society of Civil Engineers (ASCE)¹ is pleased to present to the Subcommittee our views on the proposed budget for the nation's transportation programs.

ASCE's *2013 Report Card for America's Infrastructure* graded the nation's infrastructure a "D+" based on 16 categories and found that the nation needs to invest approximately \$3.6 trillion by 2020 to maintain the national infrastructure in good condition. The following are the grades and the investment needs by 2020 for the surface transportation area:

- Bridges received a grade of C+;
- Transit received a D;
- Roads received a grade of D, and combined with bridges, and transit, have an estimated investment need of \$1.7 trillion; and
- Rail received a grade of C+ and has an estimated investment need of \$100 billion.

While taken for granted by most Americans, our infrastructure is the foundation on which the national economy depends. As the economy grows, these infrastructure assets must be maintained and improved accordingly. While the Interstate Highway System is a shining example of a focused national vision for the nation's infrastructure, an ever expanding population and a growing economy requires these aging infrastructure systems to keep pace.

In an effort to see how significant investments are to the nation's infrastructure, ASCE released a series of economic studies that answer a critical question – what does a "D+" mean for America's economy and what is the return on investment we can expect to see. The *Failure to Act* studies compare current and projected needs for infrastructure investment against the

¹ ASCE was founded in 1852 and is the country's oldest national civil engineering organization. It represents more than 146,000 civil engineers individually in private practice, government, industry, and academia who are dedicated to the advancement of the science and profession of civil engineering. ASCE is a non-profit educational and professional society organized under Part 1.501(c) (3) of the Internal Revenue Code.

current funding trends in surface transportation (highways, bridges, rail, transit); water and wastewater; electricity; and airport and waterborne transportation. The series concluded with a final report, *Failure to Act: The Impact of Current Infrastructure Investment on America's Economic Future*, which found improving the condition of our nation's aging roads, bridges, power lines, sewer systems, ports and waterways is critical to protecting 3.5 million jobs.

The final summary report found that between now and 2020, investment needs across key infrastructure sectors total \$2.75 trillion, while projected expenditures are about \$1.66 trillion, leaving a total investment gap of \$1.1 trillion. This gap leads to consequences like congestion, water main breaks, and blackouts and brownouts that cost households and businesses money, creating a drag on our economy. However, with an additional investment of \$157 billion a year between now and 2020, the U.S. can eliminate this drag on economic growth and protect:

- \$3.1 trillion in GDP;
- \$1.1 trillion in U.S. trade value;
- 3.5 million jobs;
- \$2.4 trillion in consumer spending; and
- \$3,100 in annual household income.

In order to avoid the severe economic impacts that would be caused by failing to invest in our infrastructure at home, the federal government is allowing other countries to make up where the United States is failing. It is long established that money invested in essential public works can create jobs, provide for economic growth, and ensure public safety through a modern, well-engineered national infrastructure. By improving the nation's deteriorating infrastructure system both economic and job creation opportunities will be provided, while creating a multi-modal transportation system for the Twenty-First Century.

Highways and Transit

With the current surface transportation authorization (MAP-21) expiring next September, Congress will soon need to begin discussions on how to fund a new multi-year surface transportation authorization and more importantly how to make the Highway Trust Fund sustainable as a long-term revenue source. Therefore, due to the nation's growing surface transportation needs, Congress must first appropriate the funding levels that were authorized under MAP-21, while also tackling a way to provide a long-term, reliable, and sustainable approach toward fixing the Highway Trust Fund.

A key reason for the current decline in transportation spending is the fact that federal revenues supporting the Highway Trust Fund have not been adjusted since 1993; however demands on the system have grown. As a result, current levels of highway and public transportation investment cannot be maintained solely with trust fund resources and Congress has had to rely on the General Fund to shore up resources. Currently, the Highway Trust Fund is allocating more than the revenues it receives, with the trust fund allocating \$15 billion more in 2012 alone. The Congressional Budget Office (CBO) recently projected that to prevent a massive shortfall for highway and transit spending in 2015, Congress will need to severely cut highway spending, transfer \$14 billion to the Highway Trust Fund from the General Fund, raise the federal gas tax by about 10 cents per gallon, or implement some combination of the three. The current solution provided by the Obama Administration is to once again transfer funds from the General Fund, which is not a long-term solution for funding highway and transit programs.

To reflect the growing imbalance between projected Highway Trust Fund (HTF) revenues and baseline spending, the House budget shows only the HTF funding that can be supported while

maintaining positive annual cash balances in the fund. The House budget also identifies the U.S. Department of Transportation as a department that offers “a number of areas where spending could be cut back responsibly.” It goes on further to state that the federal formula for spending on surface transportation is “distorted, leading to imprudent, irresponsible and often downright wasteful spending.” A disconcerting proposal if the nation wants to repair our aging infrastructure and ensure freight mobility and economic growth in the upcoming decades.

The proposed Fiscal Year (FY) 2014 Department of Transportation budget from the Administration contains no policy recommendations for how to provide a long-term, reliable, and sustainable approach to fixing the Highway Trust Fund; however the proposal does provide robust funding for surface transportation. Therefore, the plaguing problem with the HTF aside, ASCE is mostly pleased with the FY 2014 budget that was proposed by the Obama Administration.

The budget reprises the administration’s continued call for increased transportation funding, including the \$50 billion in “immediate investments” he called for in his State of the Union speech. Overall the budget calls for \$77 billion in total spending for the Department of Transportation in FY 14, a six percent increase over FY 12 levels, with highway funding set at \$40.26 billion and transit receiving \$10.9 billion. The funding level for highways and transit are both a slight increase from \$39.69 provided for highways by the FY 13 Continuing Resolution and the \$10.69 billion provided for transit. However, both the highway and transit funding levels proposed for FY 14 are consistent with the bipartisan agreements made in MAP-21 last summer.

ASCE recommends that Congress appropriate the promised obligation limitations, set in last year’s two year reauthorization of federal highway and public transportation programs, in FY 2014. Members of Congress worked tirelessly on a comprise last summer in order to reauthorize funding for the nation’s surface transportation systems and the agreement that was reached is a step in the right direction for repairing and maintaining the nation’s infrastructure. Going back on those levels so shortly after they were passed by Congress would put the economy, jobs, and public safety all at risk.

Rail

ASCE supports the development, construction and operation of an expanded passenger rail transportation system within the United States, including advanced technology high speed ground transportation (HSGT) systems. As regional and intercity transportation corridors in the United States become increasingly congested, investments in intercity passenger rail systems, including HSGT, are increasingly attractive as part of an overall transportation mobility strategy to provide added capacity and high quality service.

The President’s FY 2014 budget includes \$40 billion for rail over the next five years, focused on creating new corridors and improving current networks, including Amtrak’s. As part of the change, the budget once again proposes to move Amtrak out from under the annual appropriations cycle and instead allows for it to receive grants from a new trust fund system. The budget would restructure the current Highway Trust Fund by renaming it the Transportation Trust Fund and add a dedicated funding source for rail as part of that fund. However, as stated earlier the Highway Trust Fund is unable to remain solvent when funding just highways and rail, adding an additional source to be funded would only increase the burden for the struggling account.

For fiscal 2014, Amtrak would receive \$2.7 billion, a large increase over last year's \$1.3 billion appropriation. The budget would also allocate \$6.6 billion to the Federal Rail Administration, another large increase from the \$1.7 billion it received in Fiscal Year 2012. Finally, the President's budget also includes \$3.7 billion to be used to develop new passenger rail corridors and to improve the nation's freight network by adding capacity and removing bottlenecks that lead to congestion.

All together the investments that are proposed would continue to allow railroads to experience a competitive resurgence as both an energy-efficient freight transportation option and a viable city-to-city passenger service. While both freight and passenger rail have been investing heavily in their tracks, bridges, and tunnels as well as adding new capacity for freight and passengers through private investment, there must still be a federal role in the nation's rail system moving forward.

ASCE recommends that Congress appropriate \$2.27 billion in FY 2014 for Amtrak's capital program, about \$1.4 billion more than the FY 2013 amount (\$904 million). Additionally, ASCE's 2013 *Report Card for America's Infrastructure* cites an \$11 billion need for the nation's rail system; therefore ASCE also recommends that Congress meet the President's request of \$6.6 billion for the Federal Rail Administration.

Aviation

Despite the effects of the recent recession, passenger air travel continues to rise, stretching the system's ability to meet the needs of the nation's economy. The Federal Aviation Administration (FAA) estimates that the national cost of airport congestion and delays was almost \$22 billion in 2012. If current federal funding levels are maintained, the FAA anticipates that the cost of congestion and delays to the economy will rise from \$34 billion in 2020 to \$63 billion by 2040.

The FAA continues to plan and develop the Next Generation Air Transportation System (NextGen), which is intended to improve the efficiency and safety of air traffic flow into and out of airports. By improving the flow of air traffic, NextGen is expected to increase capacity of the air transportation system so that future growth can be accommodated while maintaining safety. However, FAA's capital investment in NextGen is anticipated to be over \$11 billion by 2018, and full implementation of NextGen is projected to cost at least \$32 billion by 2025. Therefore, ASCE supports the President's FY 14 budget request for \$1 billion to continue to advance the implementation of NextGen technology.

ASCE however is concerned with the President's request to provide \$2.9 billion for the Airport Improvement Program (AIP). This funding level would represent a cut from the authorized level of \$3.35 billion, by eliminating AIP funding for large Hub airports and allowing those airports to increase their Passenger Facility Charges (PFCs), if Congress approves, from the current \$4.50 up to \$8 to fund airport construction. While ASCE supports increasing or even eliminating the cap on the Passenger Facilities Charges in order to allow airports the flexibility to invest in their own facilities, removing all AIP funding for larger Hubs could work against a unified national system. **ASCE recommends appropriating the \$3.35 billion authorized level for the Airport Improvement Program, while also removing the cap for PFCs.**

Conclusion

ASCE believe that the Administration's proposed budget reflects a reasonable level of funding but have concerns that continuing to operate with baseline levels will only allow us to maintain the inadequate conditions that our current surface transportation systems are under. Without

developing a long-term, reliable user fee approach for the Highway Trust Fund, surface transportation programs will continue to live under a cloud of uncertainty for the years to come and necessary improvements cannot be full addressed. A transportation system cannot run properly when it must rely on transfers from the General Fund, in order to remain solvent. Congress must take the lead in addressing this problem to ensure continuity in the nation's surface transportation program. In the long term, ASCE is pleased to see that the Administration continues to push the need to upgrade the nation's aging infrastructure or improve the safety and mitigate the congestion on our nation's roads. However, making a strong commitment to the nation's surface transportation system, without the proper funding does not solve our long term infrastructure needs.

The longer Congress waits to properly fund surface transportation programs, the greater the problem will become. Inaction will lead to a further deterioration of the nation's surface transportation assets, a continuation of high levels of traffic fatalities and more wasted time and fuel due to increased congestion creating a further drag on the economy. Therefore, ASCE stands ready to work with Congress as it works to fund our nation's vital transportation assets.

**Written Testimony of the National Alliance to End Homelessness
Steven R. Berg, Vice President for Programs and Policy**

**House Appropriations Subcommittee on Transportation,
Housing, and Urban Development
April 26, 2013**

The Department of Housing and Urban Development's Homeless Assistance programs are the largest single source of federal funding for communities' systems to combat homelessness. Since the advent of the Bush Administration's Chronic Homelessness Initiative in 2003 and the increases in this account requested by both the Bush and Obama Administrations, these programs have increasingly been focused on getting better results, leading to substantial declines in the number of people homeless nationally up until the start of the recession; and perhaps more impressively, holding off expected increases in homelessness since the recession began. But over the past three years, small increases in budget authority for this account have not been sufficient to allow communities to make substantial progress on their work to end homelessness in the face of economic difficulties. For fiscal year (FY) 2014, the Alliance requests that Congress invest the increased funding to get back on track to get the job done: **\$2.381 billion**, as requested by the Administration.

In FY 2013, McKinney-Vento was one of only two HUD accounts that received any increased funding, once the across-the-board cuts of "sequestration" were taken into account. Due to accounting issues related to expiring multi-year grants, however, the increase was insufficient to maintain spending levels for all communities at their FY 2012 level. The result will be more people homeless instead of housed. Simply put, communities need Congress to turn this around. These programs are worth investing in:

- Spending on HUD's Homeless Assistance Grants is extremely effective. Work to end homelessness is solidly based on an interagency plan to achieve that result. The models are outcome-oriented and cost-effective.
- These programs address the needs of people living in the worst possible situations, with the clear goal of quickly bringing them back into stable housing.
- HUD's Homeless Assistance Grants programs have a strong history of bipartisan support dating back to the Bush Administration's FY 2003 budget request, which announced the goal of ending chronic homelessness and included a proposed substantial increase for HUD's homeless assistance. Congress under both Democratic and Republican control has increased funding for this account in past years.
- The programs were recently reauthorized in bipartisan legislation, known as the HEARTH Act, that pushes even further in the direction of better outcomes and efficiency. HUD has now implemented the HEARTH Act, to the extent possible under current funding levels. (Congress has not come close to funding the HEARTH Act at its authorizing level of \$2.2 billion for FY 2010.)

Now that sequestration and some of the larger battles around overall discretionary spending have quieted, it is time to return focus to the details and invest the small amount of money necessary to make the plan to end homelessness a reality. Overall reductions in HUD funding over the past few years is already putting more pressure on communities' homelessness systems, making the need for fully funding the HEARTH Act more important than ever.

Congress must work throughout the FY 2014 appropriations process to provide \$2.381 billion for HUD's McKinney-Vento Homeless Assistance Grants, the amount requested by the President in his Budget Proposal, to ensure that we continue our progress in working toward the goals of preventing and ending homelessness in America.

Outside Witness Testimony – FY 2014 Appropriations

Submitted by the National Association of Local Housing Finance Agencies (John C. Murphy, Executive Director) for itself and on behalf of the U.S. Conference of Mayors, the National Community Development Association, Feeding America and YWCA USA

Subcommittee: Subcommittee on Transportation, Housing and Urban Development and Related Agencies

Program and Agency: Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs at the Department of Housing and Urban Development (HUD)

April 26, 2013

The Honorable Tom Latham, Chairman
Subcommittee on Transportation, Housing and
Urban Development and Independent Agencies
U.S. House of Representatives
Washington, DC 20515

The Honorable Ed Pastor, Ranking Member
Subcommittee on Transportation, Housing and
Urban Development and Independent Agencies
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Latham and Ranking Member Pastor:

The undersigned organizations of local elected officials and local affordable housing and community development practitioners and non-profit organizations that utilize CDBG funds write to you concerning FY 2014 appropriations for the Community Development Block Grant (CDBG) and HOME Investment Partnerships programs (HOME). Specifically, we wish to urge the Transportation and Housing and Urban Development Appropriations Subcommittee to reject recommendations contained within the Administration's FY 2014 budget recommending set-asides and other "reforms" of these programs.

Like other national organizations we urge you to support \$3.3 billion in formula funding for the Community Development Block Grant (CDBG) Program. We also support HOME funding of \$1.6 billion.

However, we do not support the Administration's proposal to reduce overall CDBG formula funds by \$275 million, for a \$200 million Neighborhood Stabilization Program Initiative and \$75 million for Integrated Planning Grants (formerly known as the Sustainable Communities Initiative). These set-asides have the effect of transferring formula funds which benefit the many into two categorical grant programs that would benefit the few. Similarly, the HOME budget request contains an up to \$10 million set-aside for the SHOP program. These set-asides are for activities that could be funded under the CDBG or HOME programs respectively.

We also want to advise that we do not support the establishment of a minimum funding threshold for CDBG entitlement grants. This would adversely affect an estimated 340 smaller

communities who are currently implementing programs that are responsive to their needs. This would force them to compete for limited state funds without any positive benefit to either them or the state. We also oppose the Administration's proposal to repeal the grandfathering provisions in CDBG for metropolitan cities and urban counties. Again, this would seriously disrupt on-going programs.

Based on FY 2012 allocations (HUD has not released the FY 2013 allocations) in Iowa the City of West Des Moines would be denied direct funding because its allocation was \$222,086.

CDBG provides vital funding and flexibility to address local needs in the areas of community and economic development, housing, infrastructure and vital public services. Over 1,200 communities rely on CDBG as a direct source of annual funding. Moreover, each year, an estimated 7,250 local governments nationally have access to CDBG funds reaching rural, urban, and suburban areas. CDBG helps create jobs through the expansion and retention of businesses.

Since FY2010, funding for CDBG has been cut by over \$1 billion, yet the need for these important resources has continued to grow. While we understand the need to address the federal budget deficit, we also understand the value of the local investments made by CDBG. We are deeply concerned that these investments are in jeopardy due to the Obama Administration's FY2014 proposed budget cuts to CDBG, funding the program at \$2.8 billion.

The CDBG program generates additional resources, and adds to the local economy. For example, for every \$1.00 of CDBG funding invested in a project another \$3.55 is leveraged from other sources. Since its inception in 1974, CDBG has leveraged nearly \$400 billion in other resources for community development and affordable housing.

As a companion to the CDBG program, the HOME Investment Partnerships program has suffered severe cuts since FY 2010, from \$1.8 billion then to \$950 million in FY 2013, following sequestration. We urge you to appropriate \$1.6 billion for CDBG in FY 2014. HOME serves as a critical source of funding for the expansion of affordable ownership and rental housing for low- and moderate-income households. The types of activities HOME assists are the construction and preservation of affordable rental housing usually as gap assistance, the construction and rehabilitation of affordable ownership housing as well as for homeownership assistance and tenant-based rental assistance. Since HOME was enacted in 1990 it has produced over 1 million affordable homes, including 612,792 homeownership new construction and rehabilitation units and 423,154 new construction or preservation of rental units. Every dollar of HOME funds leverages an additional \$4 in non-HOME funds.

The Administration's FY 2014 budget proposes funding for HOME at the \$950 million finally approved for FY 2013. It is estimated that this will decrease production of HOME units by 34,000 units and result in the loss of an estimated 8,935 jobs.

Thus, we urge you to support our recommendation of \$3.3 billion for CDBG formula grants and \$1.6 billion for HOME in FY2014 to help communities nationwide continue to provide vital affordable housing and neighborhood revitalization programs and services to low-income persons.

Respectfully,

National Association of Local Housing Finance Agencies

U.S. Conference of Mayors
National Community Development Association
Feeding America
YWCA USA

INTERESTED PARTIES FOR HAZARDOUS MATERIALS TRANSPORTATION

April 26, 2013

The Honorable Tom Latham
Chairman
THUD Subcommittee
U.S. House of Representatives
Washington, DC 20515

The Honorable Ed Pastor
Ranking Member
THUD Subcommittee
U.S. House of Representatives
Washington, DC 20515

RE: FY 2014 PHMSA Budget Request

Dear Chairman Latham and Ranking Member Pastor:

The undersigned industry associations represent all sectors of the economy engaged in the transportation of hazardous materials which are essential to Americans' quality of life. We are writing to alert you to our concerns with the Administration's proposed \$12 million user fees to be paid by applicants for special permits and approvals (SP/A) issued by the Pipeline and Hazardous Materials Safety Administration (PHMSA). This fee proposal, with charges ranging from \$700 to \$3,000 per application, is identical to the user fee the Administration proposed in FY 2013. Congress wisely rejected this proposal last year, and we urge you to once again reject this initiative in order to protect American jobs and promote innovation.

PHMSA states that it needs the user fees to support its oversight of the new conditions it has imposed on SP/A applicants. However, the user fee proposal is without merit:

- Currently, about 35 full-time equivalents (FTE) are dedicated to the SP/A program. \$12 million would support a staff of 66 FTEs. PHMSA has inflated the costs of this program by about 50%.
- The SP/A workload is decreasing. For example, applicants for classification approvals are no longer scrutinized for "fitness" and special permits in effect over ten years are being incorporated into the HMR.
- The excess user fee revenue would be used to underwrite the agency's general fund, although only a fraction of the regulated community are holders of special permits and approvals.
- No death has been attributed to special permits or approvals since 1971 when agency records began to be kept.¹

¹ PHMSA claims that a maritime incident in 2008 which resulted in three deaths was caused by the violation of a special permit. However, the deaths were not the proximate result of a special permit violation. Testimony in the resultant litigation showed the deaths were due to negligence of a number of parties involved in the shipment.

- The government, not private companies, is the largest holder of approvals and special permits. The government will pay no fees.
- Historically, fees have not been imposed on foreign entities for fear of retaliatory fees on US exports giving foreign shippers a competitive advantage in the U.S.
- Part of the revenue will have to be used to hire additional federal workers to administer and collect the fees.
- It is the business activity, not the size, of a company that determines how many applications may be filed. Many payers will be small businesses.
- Despite statements that PHMSA is accelerating incorporation of special permits into the HMR, no new resources are requested to support this rulemaking activity.
- The fees would be payable per application, meaning that any application returned for corrections and re-filing would result in unfair redundant fee payments.
- Other DOT modal administrations issue approvals or what amount to special permits; none assess fees.

This program, which provides safety benefits to the public and facilitates technical innovations important to our economy, has been successfully run for decades without user fees. PHMSA's proposal could be the start of a trend for user fees for other regulatory actions including letters of interpretation or petitions for rulemaking necessary for compliance and good government.

PHMSA's user fees are not fair or equitable but are a hidden tax on companies that innovate and produce goods needed to strengthen and rebuild the US economy. Congress should again reject this initiative.

Respectfully,

Agricultural Retailers Association
 American Chemistry Council
 American Coatings Association
 American Petroleum Institute
 American Pyrotechnics Association
 American Trucking Associations
 Association of Hazmat Shippers, Inc.
 The Chlorine Institute, Inc.
 Compressed Gas Association
 Council on Safe Transportation of
 Hazardous Articles

Dangerous Goods Advisory Council
 The Fertilizer Institute
 Gases and Welding Distributors Association
 Industrial Packaging Alliance of North America
 Institute of Makers of Explosives
 International Vessel Operators Dangerous
 Goods Association, Inc.
 National Association of Chemical Distributors
 National Association of Shell Marketers
 The National Industrial Transportation League
 National Private Truck Council

National Propane Gas Association
National Tank Truck Carriers, Inc.
New England Fuel Institute
Petroleum Marketers Association of America
Radiopharmaceutical Shippers & Carriers
Conference
Railway Supply Institute, Inc.
PRBA-The Rechargeable Battery Association

Reusable Industrial Packaging Association
Sporting Arms & Ammunition Manufacturers'
Institute
Steel Shipping Container Institute
Transportation Intermediaries Association
Truckload Carriers Association
Utility Solid Waste Activities Group



**Commemorating 40 Years
Of Disability Advocacy
1973-2013**

**STATEMENT OF ANDREW SPERLING AND T.J. SUTCLIFFE
CO-CHAIRS, CONSORTIUM FOR CITIZENS WITH DISABILITIES (CCD) HOUSING TASK FORCE
TO THE TRANSPORTATION-HUD SUBCOMMITTEE, COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
ON BEHALF OF THE CCD HOUSING TASK FORCE
REGARDING FY 2014 FUNDING FOR THE HUD SECTION 811 PROGRAM
APRIL 26, 2013**

Chairman Latham, Representative Pastor and members of the Subcommittee, we are pleased to submit the following statement on behalf of the Consortium for Citizens with Disabilities (CCD) Housing Task Force. CCD is a working coalition of national consumer, advocacy, provider, and professional organizations working together with and on behalf of the 57 million children and adults with disabilities and their families living in the United States. The CCD Housing Task Force advocates on behalf of the housing needs of people with a variety of disabilities, including developmental disabilities, mental illness, sensory disabilities, physical disabilities, and intellectual disabilities. On behalf of the CCD Housing Task Force, we urge the Subcommittee to reject the President's proposed cut to the Department of Housing and Urban Development (HUD) Section 811 Supportive Housing for Persons with Disabilities program, and to restore program funding to \$165 million for FY 2014.

FY 2014 Request for the HUD Section 811 Program

The President's budget proposes a deep cut to the HUD Section 811 Supportive Housing for Persons with Disabilities program for FY 2014. Section 811 is a critical source of funding for permanent supportive housing (PSH) for non-elderly adults with significant disabilities. The budget proposes a \$40 million reduction, dropping funding to \$126.2 million, from its current FY 2013 level of \$165 million; this includes \$106 million needed to renew existing Project-Based Rental Assistance Contracts for FY 2014.

Specifically, only \$20 million is proposed for development of new PSH units under the new and highly cost-effective Section 811 Project-Based Rental Assistance (PRA) Demonstration program. This represents a 76% reduction in the innovative, flexible Section 811 option targeted by Congress to assist states struggling to address the community-based housing needs of the

Section 811 PRA Demonstration Program

	FY 2012	FY 2013	FY 2014 President's Proposed
Funding	\$98 M*	\$60 M	\$20 M
New Units	3,530	2,000	700

*Includes an \$85 million appropriation plus approximately \$13 million in reallocation of prior years' unobligated funds.

most vulnerable non-elderly adults with significant disabilities.

HUD 811 PRA Demonstration Program – A Record of Enormous Success in FY 2012 and FY 2013

This proposal is in marked contrast to funding that Congress made available in FY 2012 and FY 2013 for the HUD Section 811 PRA Demonstration program, authorized under the bipartisan Frank Melville Supportive Housing Investment Act of 2010.

The Section 811 PRA Demonstration assists the lowest income people with significant and long-term disabilities to live independently in the community by providing affordable housing linked with voluntary services and supports. The PRA Demonstration provides project-based rental assistance to help state governments systematically and efficiently create integrated and highly cost-effective PSH units within affordable rental housing developments. Section 811 PRA units are projected to cost significantly less than traditional Section 811 units, and will leverage the development of significantly more additional units of PSH each year.

In FY 2012 Congress made \$85 million available for the first year of the Section 811 PRA Demonstration. With a reallocation of unobligated funds from previous years, this amount was boosted to \$98 million. On February 13, HUD and the Department of Health and Human Services – with significant fanfare – jointly announced awards to 13 states to create 3,530 units of new PSH units. A total of 35 states and D.C. applied for these funds – demonstrating the extraordinary demand for new PSH for people currently living in costly institutional settings (i.e. nursing homes, board and care homes, etc.) and people who are chronically homelessness.

For FY 2013, the Continuing Resolution recently passed by Congress allocates \$165 million for Section 811 (minus the 5% sequester of approximately \$8.3 million). HUD projects that \$60 million will be available for a FY 2013 competition for new Section 811 PRA units – enough to fund as many as 2,000 new PSH units. Thus, in FY 2012 and FY 2013, the new 811 PRA Demonstration will produce 5,530 new PSH units. By contrast, the “old” 811 capital advance program produced only 948 units of PSH in FY 2010 and FY 2011.

Proposed Cut to HUD 811 PRA Demonstration – A Retreat from Community Integration for People with Disabilities and Ending Chronic Homelessness

Across the nation, states are seeking new strategies to develop integrated housing opportunities that are consistent with the community integration mandates within the Americans with Disabilities Act (ADA). Numerous states have federal *Olmstead*-related lawsuits and settlement agreements which require the creation of thousands of new integrated supportive housing units for people with disabilities who are leaving restrictive settings (i.e. nursing homes, public institutions, etc.), are at risk of institutionalization, or who experience or are at risk of chronic homelessness.

The proposed cut for FY 2014 represents a significant retreat from the highly innovative, cost-effective and flexible Section 811 Demonstration that had been embraced by the Obama Administration as a critical component of strategies to expand integrated PSH opportunities, to assist states comply with *Olmstead*-related cases and to prevent and end chronic homelessness. The HUD 811 PRA Demonstration is an important resource for the federal government to help states meet these obligations and goals.

The CCD Housing Task Force urges this Subcommittee to reject this proposed cut to housing for people with disabilities and restore program funding to \$165 million for FY 2014.

Submitted on behalf of the CCD Housing Task Force:

Andrew Sperling, National Alliance on Mental Illness (NAMI)
Co-Chair, CCD Housing Task Force

T.J. Sutcliffe, The Arc of the United States
Co-Chair, CCD Housing Task Force

Testimony submitted by the National Council of State Housing Agencies, 444 North Capitol Street, NW, Suite 438, Washington, DC 20001. Contact: Mindy La Branche, Legislative and Policy Associate

Submitted on behalf of the following organizations: Council for Affordable and Rural Housing, Council of State Community Development Agencies, CSH, Enterprise Community Partners, Habitat for Humanity International, Housing Assistance Council, Housing Partnership Network, Local Initiatives Support Corporation, Mercy Housing, National Alliance of Community Economic Development Associations, National Association for County Community and Economic Development, National Association of Home Builders, National Association of Housing and Redevelopment Officials, National Association of Local Housing Finance Agencies, National Community Development Association, National Council of State Housing Agencies, National Housing Conference, National Leased Housing Association, National Low Income Housing Coalition, National Rural Housing Coalition, Stewards of Affordable Housing for the Future, and The Community Builders, Inc.

April 26, 2013

The Honorable Tom Latham
Subcommittee on Transportation, Housing
and Urban Development, and Related
Agencies
2217 Rayburn House Office Building
U.S. House
Washington, D.C. 20515

The Honorable Ed Pastor
Subcommittee on Transportation, Housing
and Urban Development, and Related
Agencies
2465 Rayburn House Office Building
U.S. House
Washington, D.C. 20515

Dear Chairman Latham and Ranking Member Pastor:

We appreciate this opportunity to provide testimony in support of HUD's HOME Investment Partnerships (HOME) program. HOME program funding is vital to the production and provision of housing affordable to low-income families. Yet, HOME has received devastating cuts—cut almost in half in just the past few years. To begin restoring funds for HOME, we implore you to fund HOME in FY 2014 at \$1.6 billion, equal to its FY 2011 funding level. We ask that you resist additional, disproportionate cuts to HOME and recognize both the successful track record of the program and the need for its continued funding at a time when our housing market, and broader economy, continues to struggle and the need for affordable housing continues to grow. We thank you for your work in FY 2013 to begin restoring HOME funding and greatly appreciate the House's bipartisan support last year for funding HOME at \$1.2 billion in its FY 2013 Transportation-HUD appropriations bill, H.R. 5972.

However, just since FY 2011, HOME has been cut by 41 percent from \$1.6 billion to an estimated post-sequester level of \$948 million in FY 2013. Cuts to the HOME program are being felt deeply across the country. For example, the HOME funding allocation to the state of

Iowa has decreased by 42 percent, from \$15.2 million in FY 2010 to \$8.8 million in FY 2012, and the allocation to the state of Arizona has fallen 41 percent, from \$26 million in FY 2010 to \$15.2 million in FY 2012.

Authorized in 1990, the HOME program provides grants to state and local governments to produce affordable housing for low-income families. HOME funds are a vital and unique source of financing for numerous affordable housing developments—many of which would not be possible without HOME assistance. States and localities use HOME for affordable housing production and rehabilitation, preservation, and rental and homeownership assistance.

By flexibly working with and supporting many critical federal housing programs, including the Low Income Housing Tax Credit and rural housing programs, HOME uniquely empowers states and localities to respond to the housing needs they judge most pressing. States and localities use HOME to serve the whole spectrum of housing need, from homeless to ownership to disaster recovery, from urban to rural areas, and all low-income populations, including families with children, the elderly, veterans, and persons with special needs. HOME also enables for-profit and nonprofit developers to provide affordable housing in their communities.

In its 20 years of existence, the HOME program has successfully produced more than 1 million affordable homes, in addition to making homes affordable for hundreds of thousands of families with rental assistance. From 1992 to 2012, states and localities have used HOME funds to produce 460,692 home buyer homes, 423,154 rental homes, and 212,100 rehabilitated home buyer homes. Another 264,715 families have received rental assistance through the HOME program. States and localities leverage HOME funding by generating more than \$4 in other private and public resources for every \$1 of HOME. Over the program's lifetime, HOME funds have been used to leverage \$100.2 billion in funds for affordable housing.

HOME funding is used exclusively to create affordable housing for low-income households, those earning incomes of 80 percent or less of area median income (AMI). While the statute requires that at least 90 percent of families receiving rental assistance through HOME have incomes at 60 percent of AMI or less, almost 100 percent of those receiving tenant-based rental assistance and 97 percent of families living in HOME-assisted rental units have incomes of 60 percent of AMI or less. One out of four families helped with HOME are extremely low-income, with incomes of 30 percent of AMI or less.

In addition to providing needed affordable housing, HOME funds contribute to job creation, especially in the hard-hit construction sector. Every \$1 billion in HOME creates or protects approximately 18,000 jobs. Restoring funding to \$1.6 billion in FY 2014 would create 11,736 more jobs than created by HOME's FY 2013 funding level.

Based on projected production levels included in HUD's FY 2014 Budget request, if HOME is funded in FY 2014 at the Administration's proposed level of \$950 million, we expect almost 34,000 fewer affordable homes will be produced in FY 2014 than were produced in FY 2011.

This means fewer home buyer and rental units, fewer homeowner rehabilitation projects, and fewer tenants assisted.

As we face decreased investment in the production of affordable housing, we face a continued growing need for it. According to HUD's latest *Worst Case Housing Needs* report, in 2011 nearly 8.5 million very low-income families—who received no government housing assistance—paid more than half their monthly income for rent, lived in severely substandard housing, or both. This number is up 2.6 million, or 43.5 percent, since 2007.

Today, there are only 57 affordable rental homes available for every 100 very low-income renter households, those earning 50 percent of AMI or less. For the 10.1 million households with extremely low incomes, there are only 30 affordable homes available for every 100 households. Only one in four households eligible for federal rental housing assistance receives it.

As a capital program, HOME is a vital resource for addressing this growing housing need. HOME funds produce new units of affordable housing and thus are necessary to increasing the overall supply of affordable housing. The Bipartisan Policy Center's Housing Commission in its recent report entitled *Housing America's Future: New Directions for National Policy*, called for an increase in HOME appropriations to serve as the gap financing needed to support new developments that would expand the supply of affordable rental housing.

A HOME program appropriation of \$1.6 billion in FY 2014 would only go partway towards restoring HOME program funding, but it would provide states and local communities with the critical resources needed to help address the spectrum of affordable housing needs they face. Therefore, we urge you to support the proven outcomes of the HOME program by providing an FY 2014 appropriation of \$1.6 billion. Thank you for this opportunity to testify on the need for HOME funding. Please do not hesitate to contact us with any questions.

Sincerely,

Council for Affordable and Rural Housing
 Council of State Community Development Agencies
 CSH
 Enterprise Community Partners
 Habitat for Humanity International
 Housing Assistance Council
 Housing Partnership Network
 Local Initiatives Support Corporation
 Mercy Housing
 National Alliance of Community Economic Development Associations
 National Association for County Community and Economic Development
 National Association of Home Builders

National Association of Housing and Redevelopment Officials
 National Association of Local Housing Finance Agencies
 National Community Development Association
 National Council of State Housing Agencies
 National Housing Conference
 National Leased Housing Association
 National Low Income Housing Coalition
 National Rural Housing Coalition
 Stewards of Affordable Housing for the Future
 The Community Builders, Inc.

Outside witness testimony submitted by Mindy La Branche, Legislative and Policy Associate, on behalf of the National Council of State Housing Agencies (NCSHA)



National Council of
State Housing Agencies

**Statement of the National Council of State Housing Agencies
to the House Appropriations Subcommittee on Transportation, Housing and Urban
Development, and Related Agencies
on FY 2014 HUD Appropriations
April 26, 2013**

Thank you for the opportunity to provide testimony on behalf of our Housing Finance Agency (HFA) members regarding FY 2014 appropriations for HUD programs. As you consider your FY 2014 HUD appropriations bill, we urge you to restore HOME formula grant funding to \$1.6 billion, equal to its FY 2011 funding level, and provide Section 8 funding adequate to renew all expiring project-based contracts for a full year, fully fund all authorized Housing Choice Vouchers (vouchers), provide new incremental vouchers in FY 2014, allocate new flexible rental assistance to state HFAs, and ensure that successful HFA voucher and project-based contract administrators continue in and are adequately compensated for these roles. We also ask you to provide authority for Ginnie Mae to securitize FHA-HFA Multifamily Risk-Sharing program loans.

The National Council of State Housing Agencies' (NCSHA) members are the HFAs of the 50 states, the District of Columbia, New York City, Puerto Rico, and the U.S. Virgin Islands. HFAs administer a wide range of affordable housing and community development programs, including HOME, Section 8, homelessness assistance, down payment assistance, state housing trust funds, tax-exempt Housing Bonds, and the Low Income Housing Tax Credit (Housing Credit). HFAs effectively employ these resources to advance their common public-purpose mission of providing affordable housing to the people of their jurisdictions who need it.

HOME Investment Partnerships Program

HOME program funding is vital to the production and provision of housing affordable to low-income families and has a long record of tremendous success in doing so. Yet, HOME has received devastating cuts in recent years. HOME has been cut almost in half since FY 2010. Just since FY 2011, HOME funding has been cut by 41 percent—from \$1.6 billion to an estimated post-sequester level of \$948 million in FY 2013. This is the lowest funding level in the program's 20-year history. We appeal to you to spare the HOME program from further cuts and to fund HOME at \$1.6 billion, equal to its FY 2011 funding level. The need for HOME funding vastly exceeds the amount available.

We also request that the Subcommittee resist further reducing the amount of this flexible funding source going directly to states and localities by not including any set-asides within the HOME program account.

We thank you for your work in FY 2013 to begin restoring HOME funding and greatly appreciate the House's bipartisan support last year for funding HOME at \$1.2 billion in its FY 2013 Transportation-HUD appropriations bill, H.R. 5972.

In these tight budgetary times, the HOME formula grant is one of the best housing investments Congress can make. HOME's flexibility allows states and localities to determine how to put limited HOME funds to their best use. HFAs use HOME to serve the whole spectrum of housing need, from homeless to ownership to disaster recovery, from urban to rural areas, and all low-income populations, including families with children, the elderly, veterans, and persons with special needs. HOME funding is necessary to help states and localities respond to urgent housing needs.

HOME funds must be used to assist families with low incomes, those earning 80 percent of area median income (AMI) or less. State HFAs report using more than half of their HOME funds in 2011 to assist very low-income families, those earning 50 percent of AMI or less, and more than a quarter of the funds to assist extremely low-income families, those earning 30 percent of AMI or less.

HOME has an outstanding track record of success. States and localities have used HOME funding to produce more than 1 million affordable homes, in addition to making homes affordable for hundreds of thousands of families with direct rental assistance.

Further, every federal HOME dollar generates more than four dollars in additional public and private investment. HOME funds have leveraged more than \$100 billion in additional funds for affordable housing. HOME funding is a vital piece in financing numerous affordable housing developments—many of which would not be able to move forward without its assistance. HOME complements and supports many critical federal housing programs, such as the Low Income Housing Tax Credit, making developments financially feasible and achieving deeper income targeting than would otherwise be possible.

NCSHA also supports the state-administered Housing Trust Fund and seeks a dedicated and sustainable funding source for it. However, the Housing Trust Fund is needed as a new resource for developing housing affordable to those with very low- and extremely low-incomes. It is not a replacement for appropriations to HOME and other HUD programs and should not be funded at their expense.

Rental Assistance

We recommend Congress provide adequate funding for vouchers and project-based Section 8 contracts. These two programs serve some of our lowest income, most vulnerable people. We urge the Subcommittee to ensure the Section 8 accounts are funded such that all vouchers already in use are renewed and all contract renewals are funded for a full 12 months in order to maintain owner confidence in the program.

We also ask that you provide the funding necessary for public housing agencies (PHAs) to effectively administer the voucher program. PHAs have experienced year-over-year proration of administrative fees, which has negatively impacted PHAs' ability to administer the voucher program. HFA voucher and project-based contract administrators play critical roles in providing rental assistance and we ask that you ensure that they are adequately compensated for them.

Thank you for funding new incremental VASH vouchers in FY 2013. However, additional new unrestricted incremental vouchers are needed so we can help some of the millions of families who qualify for rental assistance but do not receive it. According to HUD's most recent report on *Worst Case Housing Needs*, there was a 43.5 percent increase from 2007 to 2011 in households with worst case housing needs—defined as very low-income renters not receiving government housing assistance who either pay more than half of their monthly income for rent, live in severely inadequate conditions, or both.

We urge you also to provide flexible rental assistance to state HFAs that they can use for either project-based or tenant-based rental assistance. Such funding would allow states to address their production and affordability needs most effectively and to serve more extremely low-income families by combining it with state-administered Housing Credit, Housing Bond, HOME, and other production resources.

States consistently target their Housing Credit, Housing Bond, and HOME resources to households with incomes below the programs' statutory income limits. Yet, it is difficult—and sometimes impossible—to reach these households at a rent level they can afford without rental assistance.

Ginnie Mae Securitization of Multifamily Risk-Sharing Loans

We request that you provide authority for Ginnie Mae to securitize FHA-HFA Multifamily Risk-Sharing loans. Providing this authority will allow HFAs to reduce the cost of financing rental housing developments, making it possible to achieve lower rents and reach even lower income tenants.

Under the FHA-HFA Risk-Sharing program, HFAs meeting rigorous financial standards are able to underwrite FHA multifamily loans in return for sharing the risk of any losses on those loans. This program has been very successful, with 26 HFAs financing nearly 1,000 loans, totaling more than \$5 billion in principal and supporting more than 101,000 affordable rental homes.

If Ginnie Mae were to securitize FHA-HFA Risk-Sharing loans, HFAs predict the interest rate on the underlying mortgages could be reduced by as much as 200 basis points, or 2 percent. This rate reduction would lower rents and potentially reduce the need for and cost of other federal housing subsidies. This authority would not increase government spending. In fact, it would generate revenue for the federal government according to the Congressional Budget Office (CBO), which estimates that allowing Ginnie Mae to securitize FHA-HFA Risk-Sharing loans would result in \$20 million in mandatory savings over 10 years, or \$2 million annually.

We recognize the continued constrained fiscal environment in which you must craft your FY 2014 appropriations legislation. We urge you to consider the proven effectiveness of HOME and Section 8 rental assistance and the great unmet need for them, which has been further exacerbated in these difficult economic times, as you make your funding decisions. NCSHA appreciates this opportunity to offer a statement

on behalf of these programs and we are ready to assist you in any way we can as you move forward with the FY 2014 appropriations process.

Michael P. Melaniphy, President & CEO

on behalf of

THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA)

**TESTIMONY SUBMITTED TO
THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION,
HOUSING AND URBAN DEVELOPMENT AND RELATED AGENCIES
On Fiscal Year 2014 Appropriations for the U.S. Department of Transportation
April 26, 2013**

Introduction

Mr. Chairman and members of the subcommittee, on behalf of the American Public Transportation Association (APTA), I thank you for this opportunity to submit written testimony on the Fiscal Year (FY) 2014 Transportation, Housing and Urban Development Appropriations bill, as it relates to federal investment in public transportation and high-speed and intercity passenger rail.

With the passage of a new, two-year surface transportation authorization bill – Moving Ahead for Progress in the 21st Century (MAP-21) Act – APTA's focus shifted from reauthorization legislation to ensuring the authorized programs are adequately funded. Federal investment in infrastructure is necessary for a variety of reasons, all of which lead back to supporting the economy and domestic job creation. Funding from the federal government leverages state and local resources and allows local governments and transit agencies to access capital markets, providing the resources necessary to build, replace and repair infrastructure.

Americans took 10.5 billion trips in 2012, the second highest ridership since 1957, and 154 million more trips than the prior year. This was the seventh year in a row that more than 10 billion trips were taken on public transportation systems nationwide. And these ridership levels were achieved despite the impact that Superstorm Sandy had on transit service in the Northeast. With demand for transit only growing, investments will continue to be required to get people to school, work and play, and in turn, provide jobs in construction, maintenance, and all the related industries required to support public transportation.

About APTA

APTA is a nonprofit international association of 1,500 public and private member organizations, including transit systems and high-speed, intercity and commuter rail operators; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation.

Overview of FY 2014 Funding Requests

The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizes \$10.695 billion for the Federal Transit Administration's (FTA) programs and expenses, with \$8.595 billion of that provided from the Mass Transit Account of the Highway Trust Fund – which is financed with public transportation's share of federal motor fuel tax revenues. The remaining \$2.3 billion,

used to fund New Starts, Research, TCRP, Technical Assistance, FTA Administration, and a handful of additional programs, must be appropriated from General Fund revenues. Given the current state of infrastructure and the upward trend in demand for public transportation services, APTA urges Congress to appropriate full funding to each program as authorized under MAP-21.

Beyond FTA appropriations, we again urge Congress to appropriate funding for the Rail Safety Technology Grants program (Section 105) of the Rail Safety Improvement Act (RSIA), to assist with the implementation of congressionally mandated positive train control systems. The federal deadline for implementation of positive train control systems is rapidly approaching, and to date, Congress has not provided the necessary funding to support implementation of this important safety program for commuter railroads.

MAP-21 and the Continuing Need for Federal Transit Investment

The new surface transportation law, MAP-21, provided a needed respite from years of authorization extensions, combined with appropriations continuing resolutions that resulted in significant funding uncertainty among transit agencies. Public transportation systems and projects require long-term funding certainty in order to plan major capital projects and procure assets such as rail cars, buses and facilities. While the 27 months of authority have helped to stabilize the situation, MAP-21 provided for only modest growth after years of essentially flat funding. The investment levels included in the bill were far from what is required to bring our systems into a state of good repair, much less to expand service to meet growing demands. In previous testimony to this subcommittee, APTA has cited U.S. Department of Transportation estimates that a one-time investment of \$78 billion is needed to bring currently operating transit infrastructure up to a state of good repair, and this does not include annual costs to maintain, expand or operate the existing system. Research on transit needs shows that capital investment from all sources - federal, state, and local - should be doubled if we are to prepare for future ridership demands. The Administration's \$50 billion proposal would go a long way towards accomplishing our state of good repair objectives.

In their 2013 Report Card for America's Infrastructure released recently, the American Society of Civil Engineers (ASCE) gave the U.S. public transportation infrastructure a "D" grade for the nation's lack of investment. This grade drives home a sense of urgency for our nation to focus on increased investment in public transportation. The rating is virtually unchanged from four years ago, which was the last time ASCE examined the state of America's infrastructure. The "Failure to Act" report also emphasizes that the American economy lost \$90 billion in 2010 due to the lack of investment in public transportation. The report also shows that, despite ridership gains and a clear and increasing demand for public transportation service, 45 percent of Americans still lack access to public transit in their communities.

It is important to stress that the demand for public transportation and the need for federal leadership will not diminish in the months and years ahead. Public transportation is a vital component of the nation's total transportation infrastructure picture, and with ridership projected to grow, dependable public transportation systems will be vital to the transportation needs of millions of Americans. We must make significant, long-term investments in public transportation or we will leave Americans with limited transportation options, and in many cases, stranded without travel options. While Congress continues to consider how to proceed on a well-funded, multi-modal surface transportation bill, it remains critically important that annual appropriations bills address both current and growing needs.

Federal Transit Administration Programs

Formula Grant Programs – As the core formula grant programs (Urban, Rural, State of Good Repair, and others) are funded from the Mass Transit Account in the Highway Trust Fund, APTA wishes to emphasize the importance of fully funding MAP-21 programs at the authorized levels. The formula programs are the backbone of the entire public transportation program and provide the vast majority of funding to localities across the nation. Transit agencies across the country are depending on full funding for these FTA programs in order to work towards a state of good repair and to provide safe and timely service.

However, while many of APTA's recommendations for a new authorization bill were adopted in MAP-21, our members remain concerned about the reduction of funding for, and the complete formularization of the Bus and Bus Facilities Program. While we recognize the political atmosphere under which Congress sought to direct most funding into formula programs, the discretionary program in SAFETEA-LU and prior authorizations permitted agencies who received discretionary grants to better address their "lumpy" capital needs – facility construction or bus acquisitions – that often do not come up as frequently as would be fitting for a purely formula-based program. APTA and its members will look to the next authorization bill for solutions that better address Bus and Bus Facilities funding and the method for delivering that funding.

Capital Investment Grants (New Starts) – The New Starts program is the primary source of federal investment in the construction or expansion of heavy rail, light rail, commuter rail, bus rapid transit and ferryboat projects. Across the country, demand for federal assistance continues to outweigh currently authorized funding and resources, and New Starts funding is more important than ever with the expanded eligibility for Core Capacity projects. Unlike the core FTA formula programs, the New Starts program is funded from the General Fund, not the Mass Transit Account of the Federal Highway Trust Fund. The program as reformed by MAP-21 includes a streamlined approval process, but even with the reforms, projects will continue to face the most robust federal review process of any federal infrastructure investment program and authorized funding remains short of demand. APTA asks Congress to appropriate funding for the New Starts program at or above the MAP-21 authorized levels.

Transit Research/Transit Cooperative Research Program (TCRP)/Technical Assistance and Standards Development – APTA strongly urges the committee to fully fund the Research, Development, Demonstration, and Deployment Program, the Transit Cooperative Research Program (TCRP), Technical Assistance and Standards Development, and Workforce Development at the authorized levels, or at a minimum at the requested levels in the Administration's FY 2014 Budget.

In particular, APTA urges Congress to recognize the great value and benefits represented in the TCRP. The TCRP is an applied research program that provides solutions to practical problems faced by transit operators. Over the TCRP's 20 years of existence, it has produced more than 500 publications/products on a wide variety of issues of importance to the transit community. TCRP research has produced a variety of transit vehicle and infrastructure standards and specifications, as well as a variety of handbooks addressing many relevant subject areas of interest to the transit community. TCRP generates significant benefits and large economic returns on investment, and it does this with a budget that is 1/10,000 of the \$57 billion governments spend annually on public transit services, and even an even smaller ratio when

compared with the total benefits that transit service improvements provide to users, communities and the economy. TCRP costs will be repaid many times over if the program produces even small cost savings, service quality improvements, ridership gains, increases in transport system efficiency, or additional economic development.

Federal Railroad Administration Programs

As Congress begins to consider reauthorizations of the Rail Safety Improvement Act (RSIA) and the Passenger Rail Investment and Improvement Act (PRIIA), there are two important programs APTA wishes to emphasize as priorities for the industry.

Positive Train Control – A high priority for APTA within the programs of the Federal Railroad Administration (FRA) is the adequate funding for implementation of Positive Train Control (PTC) through the Railroad Safety Technology Grants Program, Section 105 of RSIA. The RSIA requires that all passenger rail operators, as well as certain freight railroads, implement positive train control PTC systems by December 31, 2015. The cost of implementing PTC on public commuter railroads alone is estimated to exceed well over \$2 billion, not including costs associated with acquiring the necessary radio spectrum or the subsequent software and operating expenses. APTA urges Congress to appropriate a minimum of \$50 million, the annual authorization included under RSIA. APTA urges the Committee to direct these funds to commuter rail implementation of PTC, and to fund those systems that plan to implement before the deadline.

As the installation of PTC on nearly 4,000 locomotives and passenger cars with control cabs, and 8,000 track miles progresses, costs are beginning to mount. The total cost of implementation on commuter railroads is expected to far exceed initial estimates, with estimates doubled in some cases. Meanwhile, Congress has appropriated only \$50 million of the \$250 million that was authorized. A federally mandated deadline, coupled with virtually no federal funding is forcing agencies to commit extremely limited capital budgets to implement PTC. Commuter railroads that have begun to install PTC are facing difficult choices as some will have to defer critical safety sensitive infrastructure maintenance projects to pay for PTC. As a group, these railroads have worked in good faith to comply with the Act's requirements. Additional funding provided by Congress for the Railroad Safety Technology grants is fundamental to the industry's ability to implement PTC.

High-Speed and Intercity Passenger Rail Investment – APTA strongly supports continued investment in high-speed and intercity rail projects and services. The U.S. Census Bureau estimates that the U.S. population of our nation will grow by more than 100 million over the next 40 years. Such increases will overwhelm America's aviation, road and existing rail transportation infrastructure. To accommodate the needs of an every-growing and highly mobile population, the United States must develop and continually expand a fully integrated multimodal high-speed and intercity passenger rail (HSIPR) system. Investing in infrastructure ensures the efficient movement of people and goods that is essential to continued economic growth and other national policy goals. High speed intercity passenger rail would ultimately serve both densely populated mega-regions as well as rural and small urban communities which will benefit from the increased transfer points and feeder services connecting with new high-speed rail corridors.

Passenger rail projects are advancing in 32 states and the District of Columbia, with each project supporting economic growth by creating construction and manufacturing jobs for American

workers and attracting small businesses and new development that will generate domestic business growth. High-speed rail will create a revitalized domestic transportation industry supplying more products and services, with more dollars retained in our economy.

Conclusion

We thank the subcommittee for allowing us to share APTA's views on FY 2014 public transportation and high-speed and intercity rail appropriations issues. APTA looks forward to working with the Committee as it makes investment decisions about the public transportation program.

Statement of

Ross B. Capon

President and Chief Executive Officer

National Association of Railroad Passengers

Submitted to the

Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies

The Honorable Tom Latham, Chairman

Committee on Appropriations, U.S. House of Representatives

* * *

Fiscal 2014 Department of Transportation

* * *

April 26, 2013

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Thank you for the opportunity to submit this statement. Thank you also for your work to insure the continuation of intercity passenger train service.

We support the budget requests of the Administration and Amtrak and are pleased to note that they are consistent. Amtrak has requested \$2.6 billion and the Administration's \$6.7 billion request includes \$2.7 billion for Amtrak.

The major reason for the different numbers is that the Administration includes work beyond Amtrak – both high speed rail projects that might be operated by someone other than Amtrak and capital grants to states to upgrade routes that Amtrak uses or could use in the future.

As we understand it, the Administration's request, which they submitted by function, is:

- \$2.7 billion for Current Passenger Rail Service, including:
 - \$675 million for the Northeast Corridor
 - \$300 million for state corridors
 - \$800 million for Amtrak's long-distance routes
 - \$925 million for National Assets
- \$3.7 billion for the Rail Service Improvement Program, including:
 - \$3.25 billion for Passenger Corridors
 - \$150 million for Congestion Mitigation (Freight and Passenger)

- \$190 million for Freight Capacity
- \$70 million for Planning

We also would like to highlight \$1 million for the continued work of the Next Generation Equipment Committee.

Amtrak's \$2.65 billion request includes:

- \$373 million for operations
- \$1,271 million for general capital
- \$75 million for Americans with Disabilities Act work
- \$356 million for badly needed rolling stock acquisitions
- \$196 million for "equipment lease buyouts funded in previous years by the U.S. Department of the Treasury"
- \$167 million for the Gateway Project to increase capacity, redundancy and resiliency between New York City and New Jersey (including new Portal Bridge over the Hackensack River)
- \$212 million for debt service

Context: Demand for Train Travel is Growing

Travel on all US roads dropped 1.4 % or roughly 3.1 billion miles driven, in February 2013 compared with February 2012, according to Federal Highway Administration data, while cumulative travel declined only 0.4 percent over the same period.

Since June 2005, VMT on all US roads declined an estimated 8.75 percent, according to Advisor Perspectives researcher Doug Short. The correlation between gas prices and miles driven is actually rather weak. More relevant factors include the aging population (seniors moving to areas where they don't need to drive as much), continuing high unemployment, the increased ability to telecommute made possible by the Internet, and the increased availability of attractive and reliable public transportation (witness the growth of rail transit systems in such places as Denver, Dallas, Salt Lake City and Seattle).

An April 2012 Frontier Group study notes, "From 2001 to 2009, the average annual number of vehicle-miles traveled by young people (16 to 34-year-olds) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent."

Over that period, 16-to-35-year-olds took 24% more bicycle trips and were 16% more likely to walk to their destinations. And from 2000 to 2010, the share of those aged 14 to 34 without drivers' licenses grew by 5%.

One issue, particularly among young people, is the ability to "stay connected," that is, to use their electronic devices on trains and transit.

Train Investments We Need

The Northeast Corridor requires about \$350 million a year in capital investment just to “stay in place.” Investment was less than that in both 2011 and 2012, so track conditions got worse. Investment for essential capacity increases would be in addition to that \$350 million. Roughly half of these investments address needs of the commuter rail agencies. Likewise, the Master Plan at \$52 million is heavily oriented towards upgrading the existing tracks and infrastructure, roughly half of which is commuter oriented, based on their share of NEC train-miles.

The Short Distance Trains outside the Northeast Corridor from October 1, 2013, will be largely the financial responsibility of states. The administration’s budget seeks \$300 million for those corridors, primarily for rolling stock but also partly to help states in trouble make the transition without losing service.

The Long Distance Trains provide increasingly valuable service as alternatives disappear from smaller markets. These trains are heavily used by people who get on and off at intermediate points. About one-third of trips are 501-999 miles, with a slightly larger proportion making trips over 1,000 miles and a slightly smaller proportion making trips 500 miles or less.

From 1997 to 2012, ridership on Amtrak’s long-distance trains rose almost 20% even though capacity was not increased. In an October 10, 2012, release reporting on Fiscal 2012 results, Amtrak said “all 15 Amtrak long-distance routes experienced an increase in passengers resulting in their best combined ridership numbers in 19 years.”

In Fiscal 2012, the long-distance trains accounted for 43% of all Amtrak intercity passenger-miles. (A passenger-mile is one passenger traveling one mile.) In 23 states, Amtrak’s only service is provided by one or more long-distance trains. That number rises to 25 if one includes the Oklahoma City-Fort Worth *Heartland Flyer* which likely would not survive disappearance of the *Texas Eagle*. The two trains share facilities at Fort Worth and a substantial portion of *Flyer* passengers connect with the *Eagle*, thus elimination of the *Eagle* would substantially increase *Flyer* costs while reducing its revenues.

The net cost of operations for the long-distance trains should be put in context with the huge capital needs of the Northeast Corridor (and other short corridors).

- Long-distance, fully-allocated net cost declined from \$597.7 million in FY 2011 to \$591.0 million in FY 2012.
- Fully-allocated figures vastly overstate what could be saved by eliminating services, since so many costs are fixed and—in the event of discontinuance of a route or routes—would simply be reassigned to surviving services.

NARP believes policymakers should focus on expanding this service, not reducing it.

1. Lengthen trains, increase frequencies and fill gaps in the national network, creating a comprehensive web of routes that provides convenient connectivity at major hubs;

2. **Make track, signal and station improvements** that decrease trip times and increase on time performance; and
3. **Procure high-performance, modern equipment** suitable for overnight and longer distance trips.

Polls: A DFM Research poll finds strong support for Amtrak in three conservative districts: IL-13 in February (Champaign/Decatur/etc.), MO-8 in March (includes Poplar Bluff), and the state of North Dakota in October 2012.

- 65% [52% of R's]: Amtrak funding should continue or increase;
- 21% [31% of R's]: Eliminate Amtrak funding.

From the survey: "While the surveys were done at different time during the past five months, and often asked questions that were unique to the district, the one universal thread in all three districts is the strong level of support for Amtrak government funding, and the desire for additional options for passenger rail service in their communities."

Other notable findings include:

- By a 4-to-1 ratio (72-17%), constituents under age 45 support keeping/increasing government funding of Amtrak, versus eliminating funding; the 55 percent positive gap is the highest among all age groups. Those over-age-65 show a 43 percent positive gap, and age 45-64 show a 35 percent positive gap. The gap refers to the difference between those who want to keep/increase funding as opposed to those who want to eliminate funding.
- Women are more likely to support government funding of Amtrak, with a 50 percent positive gap (68-18% support level) than men, who have a 35 percent positive gap (62-27% support level)
- By a 3.5-to-1 ratio (69-21%), self-identified Independents support keeping/increasing government funding. Democrats have a 70 percent positive gap (80-10% support level), and over 50 percent of self-identified Republicans show support for Amtrak funding.

The train questions were asked for the United Transportation Union. The poll is at <http://dfmresearch.com/Projects.html>

A September, 2012, national poll of 800 Americans done for Natural Resources Defense Council found:

- Majority wants more travel options and is aware that the transportation system needs major change
- 58% would use transit more often, but it's not conveniently available
- 64% believe their community would benefit from expanded rail or bus systems.

- To reduce traffic congestion, 42% favor improving public transportation; 21% favored development of less car-dependent communities; only 20% favored building more roads; 17% said “all of the above” or “not sure.”

Energy Efficiency

Already, Amtrak is:

- 41% more energy efficient per passenger-mile than personal trucks;
- 34% more than automobiles;
- 17% more than commercial aviation.

Commuter trains are 16% more energy efficient per passenger-mile than cars and 25% more energy efficient than personal trucks.

(Source: Oak Ridge National Laboratory, *Transportation Energy Data Book, Edition 31*[2012])

Even undercapitalized Amtrak is improving its energy efficiency with improved operating practices and higher load factors. Proper funding allowing Amtrak to modernize its fleet will further boost its energy advantage. *Trains are the only form of transportation with a demonstrated ability to move large numbers of people long distances using only electricity.*

Already, Amtrak helps mitigate direct and indirect air pollution by:

- Running electric locomotives on the Northeast Corridor and fuel-efficient diesels elsewhere
- Removing tens of millions of passengers a year from highways
- Encouraging denser development around many of its stations.
- Adding to the attractiveness and cost-effectiveness of transit systems by serving passengers making connections and by sharing facilities

Thank you for considering our views.

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TESTIMONY SUBMITTED TO THE SUBCOMMITTEE ON TRANSPORTATION,
HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES

Submitted by: Tory Gunsolley, President and CEO, Houston Housing Authority

April 26, 2013

As the subcommittee works to develop the fiscal year 2014 Transportation, Housing, and Urban Development and Related Agencies Appropriations bill, I am writing to express the support of the Houston Housing Authority (HHA) to fully fund the President's Budget request for the Department of Housing and Urban Development's Tenant Based Rental Assistance Program, Public Housing Operating and Capital Fund Programs, and Expansion of the Moving to Work Program. Additionally, I am writing to request that the amount of costs for administration of the Tenant Based Rental Assistance program be set at no less than 90% of administrative cost eligibility.

Provide Funding to Ensure Adequate Management of the Tenant Based Rental Program

The Tenant Based Rental Program includes program regulations that ensure federal funds are protected from waste, fraud, and abuse. HHA is responsible through HUD regulations to make sure that housing units are inspected to ensure they are safe and habitable. HHA is responsible through HUD regulations to make sure that the rents that are paid are not in excess of comparable market rents. HHA is responsible through HUD regulations to make sure that tenants are eligible and report all income, and that landlords abide by the terms of the lease. These functions are essential to the integrity of the program and inherently ensure that federal funds are put to their best use. HHA has been able to maintain this high level of program integrity through years of decreasing administrative funding.

In 2013, however, HHA will expend all of its reserves on program and administrative costs due to deficits in recent appropriations. Without a minimum level of funding for administration, and with no remaining reserves to fund basic program costs, HHA's ability to ensure proper administration of the program is placed at risk. It is of great importance that the administrative deficits are covered before tenant based programs suffer a lack of program integrity. High performing and standard performing agencies desire to continue quality program operations and good stewardship of federal dollars. Adequate funding for management of the program is essential to continue that stewardship into the future. Therefore, we respectfully request consideration of a funding level that is no less than the greater of the President's budget request and 90% of administrative cost eligibility.

Support the President's Budget for Tenant Based Rental Assistance Program

HUD's Section 8 programs help low-income elderly, families with children, and people with disabilities secure and maintain decent, affordable homes. HHA provides over 17,000 Houston families with rental assistance through the program. In FY2013, HHA was left with an \$8 million shortfall for program expenditures. To make up the shortfall HHA will expend all of its program reserves and will implement measures that will decrease the benefits received by

families participating in the program. Specifically, in addition to operating the program without a prudent reserve, the amount of subsidy to each family will be reduced commensurate to the number of members in each family. Larger families will be forced to find smaller houses in order to live within the decreased subsidy received. Hopefully, HHA will not need to implement the termination provisions in the statute in order to operate the program within its allocated budget authority. If the level of appropriation is less than the President's request, HHA will be forced to make tough decisions that may result in families being involuntarily removed from the program.

Support the President's Budget Proposal to Expand the Moving to Work Program.

The Moving to Work (MTW) Program was created as part of the 1996 Omnibus Appropriations Act and has been expanded through subsequent Appropriations Acts. HHA supports the President's budget request to expand the MTW Program to include HHA and other public housing agencies. This expansion would not add any additional cost to the federal budget. MTW flexibility allows high performing agencies to test innovative policies that streamline and consolidate programs and reduce long term costs. With that authority comes the obligation to report on outcomes of the associated activities. Expansion of the MTW Program would promote program cost savings and eliminate costly and unnecessary, sometimes duplicative administrative barriers. In the context of budgetary shortfalls that public housing agencies are experiencing, it is clearly apparent that expanded flexibilities are necessary to allow agencies to better manage their budgets, and to implement local initiatives that are efficient and produce cost savings. Without the ability to take advantage of these efficiencies, many public housing agencies will face the reality of shrinking the program size, and fewer families served. Implementation of expanded MTW authority would allow many programs to maintain services to the same amount of families, while maximizing the impact of federal funds on local families in need.

Support the President's Budget for Public Housing Operating and Capital Funding

The President's budget request provides for modest increases in public housing operating and capital funding. Although the funding level for the Operating Fund presents as a large increase, in fact, it is not. The change between the FY13 and FY14 funding levels is a reflection of the \$750 million offset of operating reserves in FY12, which partially carried over into the FY13 full-year continuing resolution. The recapture of reserves means that public housing agencies are now operating their programs on the margins.

Additionally, the proposed funding level is at 90 percent of HUD's estimate of eligibility. Without adequate reserves, agencies are increasingly dependent upon adequate annual funding in order to maintain properties in a decent, safe, and sanitary manner. Inadequate funding also hampers housing authorities' ability to serve current families in the public housing program and further lengthens waiting lists.

As funding declines for Capital Funds, the amount of deferred maintenance and backlog of capital needs accrues at a greater rate. Capital repairs are put on hold while quick fixes are implemented in order to maintain a basic level of habitability. While the President's budget does

not provide even half of the funding needed to meet annual accrual needs, and does not provide any funding to address the capital needs backlog of \$26 billion, it will keep the lights on and roof from leaking for another year.

Support the President's Budget for HUD-VASH Program

HUD—VASH is the only program that supports the permanent housing and rehabilitation of homeless veterans. HUD-VASH is a joint HUD and VA initiative that provides specially designated Section 8 “Housing Choice” vouchers, case management, and supportive services to homeless veterans. Vouchers are used to assist with the payment of rent for veterans and their families. The goal of the program is to support veterans’ permanent housing in the community.

Chair, **Patricia Quinn**, NNEPRA
 Vice Chair, **Jennifer Moczygemba**, Texas DOT
 Secretary, **Johnson Bridgewater**, Oklahoma DOT



S4PRC.org

April 26, 2013

The Honorable Tom Latham
 Chair
 House Appropriations Subcommittee
 on Transportation, HUD, and
 Related Agencies
 2217 Rayburn HOB
 Washington, DC 20515

The Honorable Ed Pastor
 Ranking Member
 House Appropriations Subcommittee
 on Transportation, HUD and
 Related Agencies
 2465 Rayburn HOB
 Washington, DC 20515

Dear Chairman Latham and Ranking Member Pastor:

On behalf of the States for Passenger Rail Coalition (SPRC), an organization

representing 34 member states across the nation, thank you for the opportunity to provide input into the FY 2014 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriation process. As state officials, we appreciate the extraordinary budgetary constraints you face. We continue to believe strongly that investment in intercity passenger rail to increase frequencies, allow better equipment utilization, reduce travel times, and ultimately grow both ridership and revenue will lead to valuable economic growth and environmental benefits for the nation. The improvements that are made are generally on privately-owned freight railroads and will not decrease their ability to meet their customer's transportation needs. To that end, we respectfully submit the following policy proposals:

- We support \$500 million for the TIGER program. This program has funded an array of critical projects. As in past years, we urge that the emphasis again be placed on awards based on a rigorous benefit-cost analysis.
- Provide \$500 million for Sections 301, 302, and 501 of the Passenger Rail Investment and Improvement Act (PRIIA). With no earmarks, and an emphasis on "readiness to proceed," the money should be awarded competitively and spent promptly. More specifically, ten percent of the funding should be used for planning purposes.

Alabama
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 Texas
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 Virginia
 Washington
 Wisconsin
 California
 Capital Corridor
 Northern
 New England
 Passenger
 Rail Authority
 Southern High
 Speed Rail
 Commission

- We strongly support the Administration's proposal for \$300 million for a five-year state corridor program. These funds would be used both for purchase of new equipment as well as providing marginal funding for implementation of PRIIA Section 209. The implementation of Section 209 did not start immediately after passage of the legislation in 2008, but the states affected by Section 209 have been working diligently with Amtrak, the current service provider, to implement the policy. Despite that consistent collaboration, the work is by no means complete. It is critical to note that the funds proposed by the President are for the delta between the amount currently paid by the states and the amount to be agreed to as a result of negotiations between the states and Amtrak.
- The Northeast Corridor (NEC), which essentially serves as an extra two lanes on I-95, is the main street of the region. We urge that such sums as may be necessary be provided for three key infrastructure projects: (1) Baltimore Tunnel; (2) Susquehanna Bridges; and (3) the Gateway project.
- We respect the efforts of the Federal Railroad Administration (FRA) to explore the future of the Northeast Corridor. We strongly encourage the Subcommittee to provide \$25 million for the FRA's environment and planning efforts.
- We support \$1 million to continue the highly-successful work of the Next Generation Corridor Equipment Pool Committee (NGEC) in order to continue to build on the foundation it has established. As you know, PRIIA Section 305 called for the establishment of the NGEC "...to design, develop specifications for, and procure standardized next-generation corridor equipment." Since its inception in January of 2010, the NGEC has developed, adopted, and promulgated five specifications for next generation rail equipment, and has initiated a ground-breaking multi-state procurement for next generation bi-level passenger rail cars. A second multi-state procurement is currently underway for the manufacture of diesel-electric locomotives.

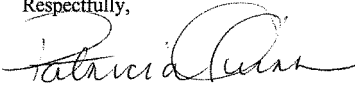
By providing publicly available standardized specifications, the NGEC has created a common platform from which multiple states can procure rail equipment. The standardized specifications make it possible to buy equipment faster, at a lower cost, and with lower future costs relating to maintenance, rebuilding, and the purchase of additional equipment. NGEC-developed specifications, available to all competitors in the rail equipment marketplace, will mean that equipment procured will expand employment opportunities in the U.S. domestic production, supply, and manufacturing industries.

- The Rail Line Relocation Program has assisted rural communities in meeting safety and operational challenges. We request that this program be provided \$25 million.
- The implementation of positive train control (PTC) is a daunting task for all concerned; we ask that you provide \$100 million to assist in this vital effort.

Again, we are very aware of Congress' larger responsibility to balance long-term infrastructure investment with scarce financial resources; however, we believe it is vital that we do not under-invest in the nation's transportation system. Doing so would seriously limit the nation's ability to compete in the global marketplace, while also having a negative impact on safety, security and mobility.

Thank you for this opportunity to provide you with our comments and for your continued support. Please contact me directly if I may provide additional information.

Respectfully,

A handwritten signature in black ink, appearing to read 'Patricia Quinn', with a large, stylized initial 'P'.

Patricia Quinn

Executive Director, Northern New England Passenger Rail Authority
Chair, States for Passenger Rail Coalition

**Testimony Submitted for the Record
on behalf of
Aneva J. Yazzie, Chief Executive Officer, Navajo Housing Authority
to the United States House of Representatives
Appropriations Committee
Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
In Regards to the Fiscal Year 2014 Appropriations
April 26, 2013**

On behalf of the Navajo Housing Authority (NHA), I am thankful for this opportunity to submit testimony to the Subcommittee on Transportation, Housing and Urban Development (THUD) in regards to the Fiscal Year 2014 appropriations for Indian housing programs administered through the United States Department of Housing and Urban Development (HUD). Specifically, the NHA requests the Committee to fund the Indian Housing Block Grant (IHBG) at no less than \$700 million, and to fund the Indian Community Development Block Grant (ICDBG) at \$100 million. These two important programs are essential in providing low income housing and housing-related community development throughout Indian Country. At the local level, these funds are essential in helping the Navajo Nation meet an unmet housing need of 34,100 housing units, with another 34,300 housing units in need of major repair – this total need equates to \$9 billion.

Background on NHA and the Navajo Nation

The NHA is the Tribally Designated Housing Entity (TDHE) for the Navajo Nation. NHA is the largest Indian housing authority, and is nearly the eighth largest public housing authority in the United States. NHA is comparable in size to the public housing agency for the City of Atlanta. The Navajo Nation is the largest Indian tribe in the United States, with a total enrollment of approximately 300,048 tribal members, and the reservation has a land-base of 26,897 square miles that extends into the states of Arizona, New Mexico, and Utah.

Comprised of 375 employees and staff, NHA manages 8,026 housing units that consist of approximately 3,882 public rental units and 4,144 homeownership units including 29 separate administrative facilities. There are fifteen separate field offices and one residential Management Corporation managed by NHA to deliver service to tribal members residing within 110 Chapters (local regional government units) and their surrounding communities. It is important to note that the NHA is an anomaly in the public housing sector – there is no large-scale public housing provider like NHA that operates in an expansive rural reservation area with unique land issues. The housing development challenges on the Navajo are complex because of our sheer scale of operation, tribal land status and socio-economic conditions.

The mission of NHA is Housing our Nation by Growing Sustainable Communities. On May 1, 2013, the NHA will move into a new chapter in its history as it celebrates its 50th year in operation. The 50th anniversary of NHA will be more than a celebration of its past success, but it will be a commencement to inaugurate a new vision for the next 50 years to come. This year alone NHA is on track to build and modernize 537 homes across the Navajo Nation. After completing an expansive scientifically based housing needs assessment in 2011, the organization forged ahead on an initiative to create a sustainable community master plan for the entire Navajo Nation – a master plan that will help NHA execute large-scale housing development projects in the coming years. Even more, the organization is expanding the veterans housing program and transforming its homeownership program to include individuals from low, moderate and high incomes, so that all Navajo families can partake in the dream of homeownership. It is the goal of NHA to help build a home for every Navajo family while strengthening the socio-economic fabric of the Navajo Nation.

Response to FY2014 Congressional Justifications from HUD

NHA feels it is necessary to provide clarification and additional background to the following language that was included in the FY2014 Congressional Justification that was provided by HUD.

One IHBG recipient, the Navajo Nation, accounts for about half of all undisbursed IHBG funds. The Navajo Housing Authority has had capacity issues, which HUD is aggressively addressing. Capacity issues related to subcontracting and staff turnover either have been or are in the process of being addressed by the Navajo Housing Authority management. Several major construction contracts were awarded in fiscal year 2012, which obligated a significant amount of Navajo's IHBG funds. HUD has stepped up its training, technical assistance, and program oversight efforts for this grantee.

It must be noted that the Navajo Nation's undisbursed IHBG funds are related to a number of issues that have been addressed. The main issue that accounts for this backlog relates to a three-year moratorium that was placed on the organization back in 2007 by HUD's Office of Inspector General. The moratorium placed a halt on any new construction or projects from NHA's sub-recipient program—at the time, NHA had nearly 50 local housing providers who assisted NHA in providing housing services and were given sub-recipient grants from NHA's IHBG funds. The sub-recipient program was also the largest part of the organization's housing development program at the time. The moratorium was placed on NHA because of an incident that occurred in 2007 where the former Chief Executive Officer of NHA was indicted for embezzlement and fraud. The case related directly to the sub-recipient program, therefore the moratorium was issued halting any new construction performed under the program.

In 2006, after the incident was revealed, the NHA Board of Commissioners acted quickly to address the issues. The former CEO was replaced, as well as a number of senior employees within the organization. I am the new CEO that was employed by the NHA Board of Commissioners and I, and the new management team, undertook the task of addressing a number of organizational issues, which included performing scrupulous forensic audits of all contracts and business conducted by the organization during the period of the previous CEO's employment. NHA wants Congress to know that the new leadership did not stand idle during this time, they reassessed the entire organization and set a new direction and path that was founded on accountability with tougher internal controls.

NHA's sub-recipient grant program was revamped to ensure that any current and future grantees had well-instituted internal controls to handle any housing development projects. Further, the number of local housing providers who received funds was reduced from 50 to 25. Working with HUD, the organization was able to address a number of outstanding review findings and nearly four years later, in January 2011, the HUD Office of Native American Programs sent a letter to NHA that closed any outstanding findings. It was at this time that NHA was finally given the green light to move forward. In the fall of 2012, the organization received an independent unqualified audit with no substantial findings.

Since 2007, NHA has undergone several audits, federal monitoring reviews, and evaluations. All reviews have indicated that NHA has the capacity to operate its federal program funds. Moreover, NHA received \$34 million in ARRA funds that it appropriately and successfully spent within the two year time-frame – NHA's successful use of those ARRA funds shows that the organization is able to operate effectively and efficiently.

NHA Expenditure Plan

NHA has developed and is executing an aggressive expenditure plan that will utilize all of its allocated IHBG funds by 2016. Please see the table below.

	2013	2014	2015	2016	2017
LOCCS Balance	\$458,769,875	\$405,869,876	\$330,869,876	\$250,869,867	\$145,867,857
Planned	\$137,000,000	\$155,000,000	\$155,000,000	\$175,000,000	\$150,000,000
Sub-Total	\$321,769,875	\$250,869,876	\$175,869,867	\$75,869,867	\$0.00
Estimated IHBG Allocation	\$84,100,000	\$80,000,000	\$75,000,000	\$70,000,000	\$65,000,000
TOTAL	\$405,869,876	\$330,869,876	\$250,869,867	\$145,869,867	\$65,000,000

After the NHA reorganization in 2007, the new leadership (including the Chief Executive Officer and the Board of Commissioners) set on a path to create a multi-faceted approach to

address large-scale housing development with the understanding that they would need to use the allocated federal housing funds collected during time of its reorganization. From 2007 to 2013, NHA launched several initiatives to lay the groundwork for large-scale sustainable housing and community development. First, the organization started by assessing and analyzing its current housing need on the Navajo Nation. From 2009 to 2011, the organization completed a comprehensive scientifically-sound housing needs assessment study for the Navajo Nation. Simultaneously, the NHA built a technologically advanced land information management system that would provide a tool and resource for planning while meeting an unmet need for floodplain maps. With these resources in hand, NHA took the planning process a step further and began a monumental effort to complete a sustainable community master plan for the entire Navajo Nation that would aid in large-scale housing development. And finally, the organization initiated the development of an expanded homeownership program that includes financing options for individuals and families from low, moderate and high income levels.

Conclusion

NHA has the capacity and is in a position now to execute large-scale housing development on the Navajo Nation. We have an aggressive expenditure plan, and a means to attain the spending schedules we have outlined and projected. NHA was pleased to have a visit from congressional appropriations staff in January 2012 – they were able to see first-hand that NHA truly operates with realistic housing and community development challenges like lack of access to infrastructure, regulatory limits on development because of the tribal trust land status, and deeply depressed socio-economic conditions. We hope that Congress and the Appropriators will understand the past situation that the organization was placed, and most of all we hope that Congress will appreciate that NHA has changed the environment in which we are conducting business today – we have strong internal controls and are headed in a path of sustainable housing development for our Navajo people.

NHA strongly believes that the Native American Housing Assistance and Self Determination Act (NAHASDA) is an effective program, and overall tribes have spent nearly 90 percent of the federal funds allocated—NHA itself has a fairly good expenditure rate of approximately 68 percent overall. However, it must be noted that whenever one compares the Navajo Housing Authority to any other public housing entity, whether an Indian or non-Indian Housing Program, they must consider the sheer differences in size, regions, and nature of the programs. It is known that NHA is an anomaly within HUD – it is the largest Indian housing authority and when compared to public housing it would be considered the eighth largest public housing authority in the nation. It also known that providing housing in any rural setting is grueling, and Navajo experiences unique, complex and large-scale challenges when providing housing over a 27,000 square mile area in which 90 percent of the land is under federal trust land status.

On behalf of the NHA, I appreciate the opportunity to provide you this written testimony for the record, and would be please to answer any questions that the Committee, the Appropriators or the Congress may have.

**Outside Witness Testimony
submitted by the
National AIDS Housing Coalition
before the
House Appropriations Subcommittee on Transportation, Housing and Urban Development
and Related Agencies**

April 26, 2013

The National AIDS Housing Coalition (NAHC) is a national housing policy and advocacy organization working to end the HIV/AIDS epidemic by ensuring that persons living with HIV/AIDS have quality, affordable and appropriate housing. NAHC's network of members and includes hundreds of low-income people living with HIV/AIDS, relying on federal housing assistance to improve their ability to access and remain in care. On their behalf, we ask that you fund the highly successful and cost effective Housing Opportunities for Persons With AIDS Program (HOPWA) at a level of \$365.2 million for FY2014. While this amount would provide assistance to far fewer than the actual number of people with HIV/AIDS that are eligible for and in need of housing assistance, it would permit housing help for an additional 4,250 households beyond the 61,614 unduplicated households currently served. HUD's own data indicates 146,986 households are currently eligible for HOPWA but unserved. In fact, HIV/AIDS housing providers project that half of the 1.2 million people with HIV/AIDS require some form of housing assistance during the course of their illness. This request represents the HIV/AIDS housing community's recognition of the considerable challenges of the current economic climate yet still provides for some of the most vulnerable whose access to care and health outcomes are inextricably linked to housing status.

NAHC is the only national housing organization that focuses specifically on the housing and housing-related service needs of low-income people with HIV/AIDS. A core tenet of our mission is to see housing acknowledged and funded as a component of HIV prevention and healthcare. As more people are living longer with the virus and require housing assistance, unmet need is significant across the country. We understand that as many as three new jurisdictions may become eligible for funding during 2014, requiring that providers stretch already scarce existing resources to serve more people.

Anecdotal reports from the NAHC membership and supporters reveal more than 45,000 people waiting for housing assistance in just 14 reporting jurisdictions. In the southern part of United States, where the epidemic is growing the fastest, resources continue to be unavailable. In Dallas, TX, for example, more than 4,375 people are awaiting housing assistance, not counting those who have given up, resigned to life doubled and tripled up in unsuitable dwellings, moving from shelter to shelter, or simply navigating the streets. In places where the epidemic is most mature, the numbers waiting are even larger. In Los Angeles, for example, more than 11,000 are waiting for housing.

Research shows that homelessness increases HIV risk. In a NYC study, for example, new diagnoses among NYC shelter users were 16 times higher than among general population. Conversely, HIV increases risk of homelessness. Research demonstrates that up to 70% of people with HIV/AIDS report a

lifetime experience of homelessness or housing instability. In some communities as many as 70% of people with HIV/AIDS are literally homeless, living in shelters on the streets or in places not intended for human habitation.

For vulnerable population risk even greater. For example, among a study involving HIV-positive women, research demonstrated if homeless or unstably housed at time of diagnosis, that women were at an increased risk for delayed entry into care and receipt of housing assistance was associated with access to care and reentry into care after dropping out. Unmet subsistence needs, including housing, had the strongest overall effect on physical and mental health of homeless women, with a greater effect on overall health as antiretroviral therapy.

Research, much of which has been presented through NAHC's *Housing and HIV/AIDS Research Summit Series*, confirms housing as a strategic healthcare intervention to reduce health disparities by addressing both HIV/AIDS and those contexts that most expose people to HIV risk, including gender, extreme poverty, mental illness, chronic drug use, incarceration, and histories of exposure to trauma and violence, as well as homelessness. In addition, housing coupled with related services, reduces overall public expense and more wisely deploys limited public resources. Research presented through NAHC's *Housing and HIV/AIDS Research Summit Series*, including a searchable data base of more than 300 articles on housing and HIV/AIDS, can be found at the *Summit Series* permanent website, www.hivhousingsummit.org.

HOPWA's track record for helping people with HIV/AIDS achieve housing stability is sterling. During program year 2011 – 2012, more than 95% of people receiving tenant-based rental assistance through HOPWA achieved housing stability. Among those receiving any form of HOPWA housing assistance, over 93% developed a housing plan for continued on-going housing and nearly 89% had on-going contact with a primary care provider as specified in their service plans.

Moreover, housing is a proven cost-saving and cost-effective healthcare and housing intervention. Housing sharply reduces avoidable emergency and inpatient health services, criminal justice involvement and other crises that are costly for both individuals and communities. One of the two seminal studies in this area, the Chicago Housing for Health Partnership (CHPP) found that homeless people with AIDS who received housing consumed \$6,620 less in publicly funded housing, medical and crisis care than a comparison group that continued in "usual care", not receiving a housing voucher.

The public cost "savings" generated by providing housing supports can fully offset the cost of the housing for people with AIDS, even before taking into account that each new HIV infection prevented through housing stability saves \$400,000 in lifetime medical costs.

There has been some national progress on evidence –based action on housing and HIV/AIDS. The July 2010 National HIV/AIDS Housing Strategy recognizes that housing is healthcare for people with HIV/AIDS and calls for increased resources and calls on federal agencies to consider additional efforts to support housing assistance and other services to enhance adherence. In addition, in July 2012, the Department

of Health and Human Services included housing as one of seven common core indicators to monitor HHD-funded prevention, treatment and care services. Despite these advances, no additional resources have been made available for housing.

NAHC's geographically diverse board fully supports and anxiously awaits the revision of the HOPWA formula as directed in the National HIV/AIDS Strategy to yield a fairer allocation of resources more directly tied to the current geographic distribution of the epidemic. Rural settings, the southeast and other regions. Until the formula is modernized, we ask that the Committee I continue to support levels of funding for the program in its current formulation that will permit some of those waiting to be served.

In addition, HIV/AIDS providers urge adequate funding for Homeless Assistance Grants, Section 8 Housing Choice Vouchers, public housing, the 811 program for people with disabilities, and the range of housing programs relied upon by people coping with HIV/AIDS.

We respectfully request the Subcommittee to consider protecting and expanding resources in the Housing Opportunities for Persons with AIDS Program, a proven, effective HIV prevention and healthcare intervention.

Respectfully submitted,

National AIDS Housing Coalition
727 15th Street, NW, 11th Floor
Washington, DC 20005
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Phone: (202) 347-0333
Fax: (202) 347-3411

**Commissioners:**

Christopher Ballard, *Chairman*
Merrick Malone, *Vice Chairman*
 Melvin Miller

Carter D. Flemming
 Chyrell Bucksell
 Brett Libresco

Karl Sandberg
 Daniel Bauman
 Michelle Millben

Roy Priest, Chief Executive Officer

April 25, 2013

Roy O. Priest,
 Chief Executive Officer
 Alexandria Redevelopment and
 Housing Authority
 Alexandria, VA 22314

The Honorable Tom Latham
 Chairman, House Appropriations Subcommittee
 Transportation, Housing and Urban Development
 And Related Agencies
 2217 Rayburn House Office Building
 Washington, DC 20515

The Honorable Ed Pastor
 Ranking Member, House Appropriations
 Housing and Urban Development
 And Related Agencies
 2465 Rayburn House Office Building
 Washington, DC 20515

Dear Chairman Latham and Ranking Member Pastor:

I am writing this letter in strong support of NARHO's FY 2014 funding recommendations to the HUD budget.

As CEO of the Alexandria Redevelopment and Housing Authority, I can tell you first-hand how the spending caps from the Budget Control Act of 2011, disproportionate reductions in domestic discretionary dollars and the March 1st sequester have impacted the people at the threshold level for Housing Authorities.

- Housing Authorities are providing less service to residents due to staff furloughs and no overtime to complete tasks such as work orders that may take more than a day to make a repair. This is an inefficient use of staff's time.
- The impact on the income percentile that Housing Choice Vouchers serve from the wait lists and low income families; cutting funding for Section 8 Voucher Holders creates the perfect storm for a new crisis of Family Homelessness. This will also create financial burden on Tax Payers. Congress should not have to increase funding for homeless programs when there are programs in place that work to prevent it.



- Maintenance services are being deferred to properties which will cause them to fall into disrepair and obviously cost more in the long run.

The cuts will take public housing back to a time when little or no consideration was given to the environmental or social needs of the residents. At that time, Housing Authorities were little more than property managers.

Public Housing is not just bricks and mortar. It is improving the housing system, providing opportunities for the community to be inclusive, reinvesting in our neighborhoods so that they are places of choice and opportunity. The budget cuts and sequestration takes these opportunities away.

Allow me to emphasize and to put into context how important it is to create an environment that protects not only Housing Authorities infrastructure but also the lives and wellbeing of residents allowing for both to remain stable factors in this country. Resident involvement in programs established by Housing Authorities builds confidence and aspirations of upward mobility in striving for the American Dream. Budget cuts that harm these programs produces circumstances and conditions that negatively impact cities large and small that is crucial to the fabric of this country.

For these reasons, I strongly urge you to VOTE for NARHO's FY 2014 funding recommendations to the HUD budget.

Regards,

A handwritten signature in black ink, appearing to read 'Roy O. Priest', written in a cursive style.

Roy O. Priest
Chief Executive Officer

NAHRO

Recommended FY 2014 Funding Levels for Selected HUD Programs

[Brackets] and *italicized text* indicate set-asides/sub-accounts.

Program (\$ Millions)	FY 2013		FY 2014	
	Enacted ^a	Sequestration ^b	Proposed ^c	NAHRO ^d
Public Housing Operating Fund	\$4,253	\$4,054	\$4,800 ^e	\$5,168 ^f
Public Housing Capital Fund	\$1,871	\$1,777	\$2,000	\$3,750
<i>ROSS Program</i>	<i>[\$50]</i>	<i>[\$47]</i>	<i>\$0</i>	<i>\$50</i>
<i>Emergency Capital Needs</i>	<i>[\$20]</i>	<i>[\$19]</i>	<i>[\$20]^g</i>	<i>\$20</i>
Choice Neighborhoods Initiative	\$120	\$114	\$400	\$400 ^h
Rental Assistance Demonstration	-	-	\$10	
Tenant-Based Rental Assistance	\$18,901	\$17,964	\$19,989	
<i>Section 8 HAP Renewals</i>	<i>[\$17,207]ⁱ</i>	<i>[\$16,349]</i>	<i>[\$17,968]^j</i>	<i>\$18,540</i>
<i>Ongoing Administrative Fees</i>	<i>[\$1,322]</i>	<i>[\$1,258]</i>	<i>[\$1,635]</i>	<i>\$1,994</i>
<i>Additional Administrative Fees</i>	<i>[\$50]^k</i>	<i>[\$48]</i>	<i>[\$50]</i>	<i>\$50</i>
<i>Tenant Protection Vouchers</i>	<i>[\$75]</i>	<i>[\$71]</i>	<i>[\$150]</i>	<i>\$150</i>
<i>Incremental HUD-VASH Vouchers</i>	<i>[\$75]</i>	<i>[\$75]</i>	<i>[\$75]</i>	<i>\$75</i>
<i>Family Self-Sufficiency (FSS) Coordinators</i>	<i>[\$60]</i>	<i>[\$57]</i>	<i>\$75^l</i>	<i>\$87</i>
Sec. 8 Project-Based Rental Assistance	\$9,321 ^m	\$8,852 ⁿ	\$10,272	Fully Fund ^o
Community Development Fund	\$3,301	\$3,135	\$3,143	
<i>Community Development Block Grant Program</i>	<i>[\$3,242]</i>	<i>[\$3,078]</i>	<i>[\$2,798]</i>	<i>\$3,300</i>
<i>Neighborhood Stabilization Initiative</i>	<i>-</i>	<i>-</i>	<i>[\$200]</i>	
<i>Integrated Planning and Investment Grants</i>	<i>-</i>	<i>-</i>	<i>[\$75]</i>	
Section 108 Loan Guarantees	\$5.94	\$5.64	\$0 ^p	\$12
HOME Investment Partnerships Program	\$998	\$948	\$950	\$1,600
Housing Opportunities for Persons with AIDS	\$331	\$315	\$332	\$365
Homeless Assistance Grants	\$2,029	\$1,933	\$2,381	\$2,381

^a Enacted levels from Consolidated and Further Continuing Appropriations Act, 2013, as signed by the President on March 22, 2013. Figures reflect application of 0.2 percent across-the-board cut as required by the legislation.

^b Figures reflect 5 percent across-the-board sequestration reductions as calculated by the Office of Management and Budget on March 1, 2013.

^c Obama Administration's proposed budget for FY 2014. Figures do not reflect proposed Transformation Initiative set-asides.

^d NAHRO recommendations are for standalone/line-item funding. Blank indicates no position.

^e The budget proposes to reduce eligibility by a total of \$63 million through changes to flat rent and the medical expense deduction threshold.

^f NAHRO's recommendation assumes that eligibility is determined according to current statutes and regulations governing such calculations.

^g Proposes the elimination of safety and security measures as an eligible use of funding.

^h NAHRO's support for this funding level is contingent upon responsible funding levels for the Operating and Capital Funds and the enactment of authorizing legislation requiring that two thirds of each year's funding be awarded to projects where PHAs are the lead or co-applicants.

ⁱ The Act authorizes the use of HAP adjustment fund "for PHAs, that despite taking reasonable cost savings measures, as determined by the Secretary, would otherwise be required to terminate participating families from the program due to insufficient funds."

^j Assumes \$235 million in savings from proposed changes to income targeting, minimum rents, and the medical expense deduction threshold, and the determination of utility allowances. Also assumes an unspecified amount of indirect funding through offsets of "excess" HAP Reserves from non-MWV PHAs and MWV PHAs.

^k The Administration proposes eliminating the Section 8 FSS set-aside in favor of a standalone consolidated program to serve Public Housing and Section 8 HCV residents.

^l The Act authorizes the use of "unobligated balances, including recaptures and carryover, remaining from funds appropriated" for FY 2013 and prior years under the headings of "Housing Certificate Fund," "Annual Contributions for Assisted Housing," and "Project-Based Rental Assistance" for "renewal of or amendments to section 8 project-based contracts and for performance-based contract administrators."

^m NAHRO supports a stable, reliable subsidy stream in the form of full 12-month contract renewal funding.

ⁿ In lieu of appropriations, the Administration proposes collecting a fee from borrowers to cover the program's credit subsidy costs.

April 16, 2013

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